



# UNITED STATES DISTRICT COURT

## Southern District of Iowa

### FINAL

# ENVIRONMENTAL ASSESSMENT

Proposed Construction of a New Federal Courthouse  
Des Moines, Iowa



Prepared by the



**U.S. General Services Administration**  
Heartland (Region 6) &  
Greater Southwest (Region 7) Regions

**June 2018**

**FINDING OF NO SIGNIFICANT IMPACT**  
**Meet the 10-Year Occupancy Needs and the 30-Year Design Needs of the U.S.**  
**Court, Southern District of Iowa**  
**Through the Proposed Construction of a New Federal Courthouse**  
**in Des Moines, Iowa**

I have reviewed the attached Environmental Assessment (EA) for the Proposed Construction of a New Federal Courthouse in Des Moines, Iowa. The U.S. General Services Administration (GSA) has been authorized to take the steps necessary to meet the 10-year occupancy needs and the 30-year design needs of the U.S. Court, Southern District of Iowa, in Des Moines, Iowa through the construction of a new Federal Courthouse. The alternatives carried forward for detailed analysis in the EA included:

- No Action
- Construction of a New Addition at the Existing Federal Courthouse/Federal Courthouse Annex Site (Existing Courthouse Site)
- Construction of a New Courthouse at the Former YMCA Site
- Construction of a New Courthouse at the North Martin Luther King Jr. (MLK) Site
- Construction of a New Courthouse at the South MLK Site

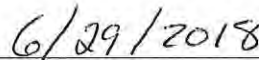
The analysis of potential project-related environmental impacts is documented in the attached EA. Issues deemed relevant to the proposed action through project scoping include: Hazardous Materials, Waste, and/or Site Contamination; Socioeconomics (including Environmental Justice and Protection of Children); Public Services and Utilities; Surface Waters, Groundwater, and Floodplains; Land Use and Zoning; Roads, Traffic, and Parking; Air Quality; Noise and Vibration; and Cultural and Historic Resources.

Based on the findings of the EA, I have concluded that selection of any of the alternatives for the construction of a new Federal Courthouse in Des Moines, Iowa will not have a significant adverse impact on the natural or man-made environment. I have further concluded that selection of one build alternative in particular - Construction of a New Courthouse at the Former YMCA Site, best fulfills the purpose and need of the project (see Section 1.2 and 2.5 of the EA). GSA will comply with its obligations under Section 106 of the National Historic Preservation Act after it successfully acquires the property and before it uses the property for the purposes of constructing the courthouse.

Based on GSA's commitment to implementing these environmental mitigation measures, I have concluded that selection of the Former YMCA Site for Construction of a New Federal Courthouse in Des Moines, Iowa will not constitute a major Federal action requiring the preparation of an Environmental Impact Statement, pursuant to the National Environmental Policy Act of 1969 (Public Law 91-190). Therefore, a Finding of No Significant Impact is warranted.



Kevin Rothmier  
Acting Regional Commissioner  
General Services Administration  
Public Buildings Service  
Heartland Region 6



Date



## **EXECUTIVE SUMMARY**

This environmental assessment (EA) has been prepared in accordance with Section 102 of the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321 to 4370d), as implemented by the regulations promulgated by the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] §1500-1508). The principal objectives of NEPA are to ensure the careful consideration of environmental aspects of proposed actions in Federal decision-making processes and to make environmental information available to decision makers and the public before decisions are made and actions are taken. Additionally, this EA follows the General Services Administration (GSA) NEPA guidelines, namely the 1999 GSA Public Buildings Service (PBS) NEPA Desk Guide.

### **PROPOSED ACTION**

The GSA proposes to meet the 10-year occupancy and 30-year design needs of the U.S. Court, Southern District of Iowa, through the Proposed Construction of a New Federal Courthouse in Des Moines, Polk County, Iowa.

### **PURPOSE AND NEED FOR THE PROPOSED ACTION**

Based on the Long-Range Facility Plan for the U.S. Court, Southern District of Iowa, the purpose of the proposed action is to meet the court's 30-year projected design needs. The existing U.S. Courthouse does not meet the U.S. Courts Design Guide (USCDG) standards, does not provide for future expansion, and lacks adequate security. There is no separate access or secure elevators for judicial officers. There is a prisoner sallyport and secured elevator in the existing historic courthouse; however, it only directly accesses half of the courtrooms. In addition, secured parking is available to only a portion of the courts, in the leased Courthouse Annex, across a parking lot from the historic courthouse. Due to the inadequate facilities and lack of available expansion space in the existing historic courthouse, several court functions and court-related agencies currently occupy space in the adjacent leased Courthouse Annex. A new courthouse would greatly improve the efficiency and security of court operations.

As part of the overall planning process, a Request for Expressions of Interest (REOI) was released in July 2016 to gather information on potential locations for the development of a new Federal Courthouse in Des Moines. As part of the REOI, three minimum site requirements were developed:

- (1) **Delineated Area:** The Central Business District of Des Moines, Iowa.
- (2) **Size:** Capacity for office and related space of approximately 230,000 gross square feet (sf), inclusive of interior parking, and accommodating physical security requirements, applicable zoning, and other restrictions imposed by law or regulation. Owners of parcels aggregating less than the size of the site specified, but to which abutting parcels may be added to produce a site of the required size, are encouraged to offer such properties for inspection.
- (3) **Floodplain:** Sites within the 100-year floodplain will not be considered unless there are no practicable alternatives.

The Government will select the site(s), if any, which meet the minimum requirements set forth above and which are considered to be most advantageous to the United States for development of a new Federal Courthouse. Additional criteria that the Government will consider are listed below:

- (1) **Site Development Flexibility:** Among those sites that meet the minimum requirements stated above, preference will be given to those providing greater development flexibility (site shape and

topography); and sites whereby the owner is willing to subdivide so that GSA only obtains the amount of land needed for the project.

- (2) **Proximity to Amenities:** Proximity to commercially available office space and access to local amenities, including restaurants and retail shops, is preferred.
- (3) **Proximity to Public Transportation:** Sites serviced by public transportation are preferred.
- (4) **Proximity to Hazards:** Sites with known existing environmental contaminants and/or that are within close proximity to continuous or infrequent hazards will be evaluated less favorably, and, depending on the nature and severity of the hazard, may be eliminated from consideration. Hazards include but are not limited to: facilities involved in hazardous material generation, handling, storage, processing or disposal; facilities presenting dangers that cannot reasonably be mitigated including biological research facilities, bulk gas facilities, and pharmaceutical production and research facilities; and railroads.
- (5) **Proximity to Noise Pollution:** Sites located in proximity to activities that generate excessive noise (including, but not limited to, airports and railroads) will be evaluated less favorably.
- (6) **Environmental Impacts:** Sites on which the development of a new Federal Courthouse would significantly disturb natural resources (e.g. wetlands) or would otherwise have significant impacts on the quality of the human and natural environment in ways that could not reasonably be mitigated will be evaluated less favorably, and, depending on the nature and severity of the impact(s), may be eliminated from further consideration.
- (7) **Floodplain:** Sites that are not within the 500-year floodplain are preferred, unless, in the opinion of the Government, a site within the 500-year floodplain is capable of being engineered in a manner that removes it from the 500-year floodplain.
- (8) **Zoning, Land Use, and Schedule:** Sites on which the development of a new Federal Courthouse would be contrary to current zoning or local land use plans, and/or which would not now be capable of obtaining site development permits, will be evaluated less favorably.
- (9) **Acquisition and Development Cost:** Sites that, in the Government's estimation, provide opportunities to lower overall costs (acquisition, development and relocation) for the Government are preferred.
- (10) **Historic Resource Impacts:** Sites on which the development of a new Federal Courthouse would significantly disturb historic or archeological resources (e.g. buildings, grave sites, etc.) or otherwise have significant impacts on adjacent historic properties or resources that could not reasonably be mitigated will be evaluated less favorably, and, depending on the nature and severity of the impact(s), may be eliminated from further consideration.

In addition to these additional criteria, the Government may consider other attributes of a site. No one criterion listed above is considered to be more important than any other, as a general matter. However, in the context of its evaluation of an individual site, with each site having unique attributes, the Government may treat some criteria as being more important than others.

The REOI minimum requirements and additional criteria were further refined into a set of guidelines to be utilized as part of the NEPA process in an effort to best compare and contrast alternative ways of fulfilling the overall objectives of the proposed action – to meet the 30-year projected space needs of the U.S. Court, Southern District of Iowa. Those specific guidelines developed are listed below in no particular order of importance:



- (1) **Provide a space/facility that meets the needs of the U.S. Court, Southern District of Iowa and the community.** To meet the occupancy needs, the space/facility must provide five District courtrooms (including a Special Proceedings Courtroom), eight District judges' chambers, two Bankruptcy courtrooms/chambers, two Magistrate courtrooms/chambers, and a Court of Appeals judges chambers. The site must also be of sufficient size to satisfy long-term design needs (generally 230,000 gross sf inclusive of interior parking and accommodations for physical security requirements, applicable zoning, and other restrictions imposed by law or regulation).
- (2) **Provide a space/facility that satisfies the necessary design criteria.** The space/facility must comply with the GSA Facility Standards for the Public Buildings Service (PBS P100 or P100) and the USCDG. Design of the facility must also satisfy the provisions of the Architectural Barriers Act (ABA) (Public Law [PL] 94-541, 1968), the Uniform Federal Accessibility Standards, fire safety standards, and the energy conservation requirements of GSA (PBS P100). The site should also be consistent with existing/planned zoning and land use (to the extent feasible) while providing for overall site development/design flexibility (e.g., site shape, topography, etc.).
- (3) **Provide a space/facility that is located outside the 100-year floodplain and the 500-year floodplain, unless no practicable alternatives exist.** To the extent practicable, the location must allow for a facility that is in compliance with EO 11988 (Floodplain Management). The U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse Operations in Des Moines as a "Critical Action Category IV Facility." A Critical Action means an action for which even a slight chance of flooding is too great. A Category IV Facility is the highest risk category and includes buildings and structures that, if severely damaged, would reduce the availability of essential community services necessary to cope with an emergency.
- (4) **Provide a space/facility solution within the Des Moines Central Business District (CBD) that provides a positive influence on local development/redevelopment.** GSA is committed to promoting healthy communities and neighborhoods throughout the United States, especially in revitalizing downtown urban areas. GSA property management decisions try to accommodate Executive Order (EO) 13006 (Locating Federal Facilities on Historic Properties in Our Nation's Central Cities, May 1996) and EO 12072 (Federal Space Management, August 1978), both extolling the virtues of a Federal presence in revitalizing and restoring historically important downtown areas and urban centers.
- (5) **Provide a space/facility that allows for increased efficiency between courts and court-related functions.** The space/facility should provide for the consolidation of the local Judiciary, the U.S. Marshals Service, and other related operations in one location (to the extent feasible).
- (6) **Provide the required space/facility, while minimizing disruption of current Judiciary activities.** Any proposed improvements must have minimal impact on the activities of the existing Judiciary, U.S. Marshals Service, and other court-related Federal agency personnel (to the extent feasible).
- (7) **Provide a space/facility in close proximity to local amenities and access to available parking and public transportation.** The site should be within walking distance of commercially available office space (for convenience of the U.S. Attorney's Office personnel), local restaurants, retail shopping, public transportation nodes (bus stops, etc.), and available public/visitor parking (on-street, garage, etc.).
- (8) **Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment.** The needs of the U.S. Court, Southern District of Iowa should be met while avoiding (to the extent feasible) potentially hazardous sites (hazardous materials

generation, handling, storage, and processing facilities, bulk gas facilities, etc.), sites that are noisy and may disrupt Court activities (airports, railroads, trucking/hauling facilities, etc.), or sites where development and operations could result in significant natural and/or cultural/historic resources impacts that could not be reasonably mitigated.

- (9) **Provide a space/facility that provides for reasonable acquisition, development, and future operational costs.** The needs of the U.S. Court, Southern District of Iowa should be met in a manner that is mindful of overall project costs.

## PROPOSED ACTION AND ALTERNATIVES

Several alternatives were initially developed in an effort to satisfy the purpose and need for the project but were eventually eliminated from consideration because they did not satisfy the established purpose and need guidelines. Those alternatives eliminated from consideration include: Renovation of the Existing Facility, Renovation and Use of Another Federal Facility/Structure, and Lease Space. One alternative, Construction of a New Courthouse, was considered to satisfy the established purpose and need guidelines and was therefore, carried forward for detailed study. Under this alternative, the GSA would construct a new facility in an effort to meet the projected needs of the U.S. Court, Southern District of Iowa in Des Moines. As part of the planning process, a REOI was released in July 2016 to gather information on potential locations. Three responses were received based on the REOI. GSA also conducted market research in an attempt to identify additional, unoffered sites that appeared to meet the site selection criteria for this project. As a result, one additional site was added to the pool of sites under consideration. Following an initial evaluation, all four sites were advanced for further consideration and analysis. The general location of each site is shown in Figure ES-1. The sites include the:

- Existing Federal Building Courthouse/Annex Site (Existing Courthouse Site)
- Former Young Men's Christian Association (YMCA) Site (Former YMCA Site)
- Martin Luther King Jr. Parkway North Site (North MLK Site)
- Martin Luther King Jr. Parkway South Site (South MLK Site)

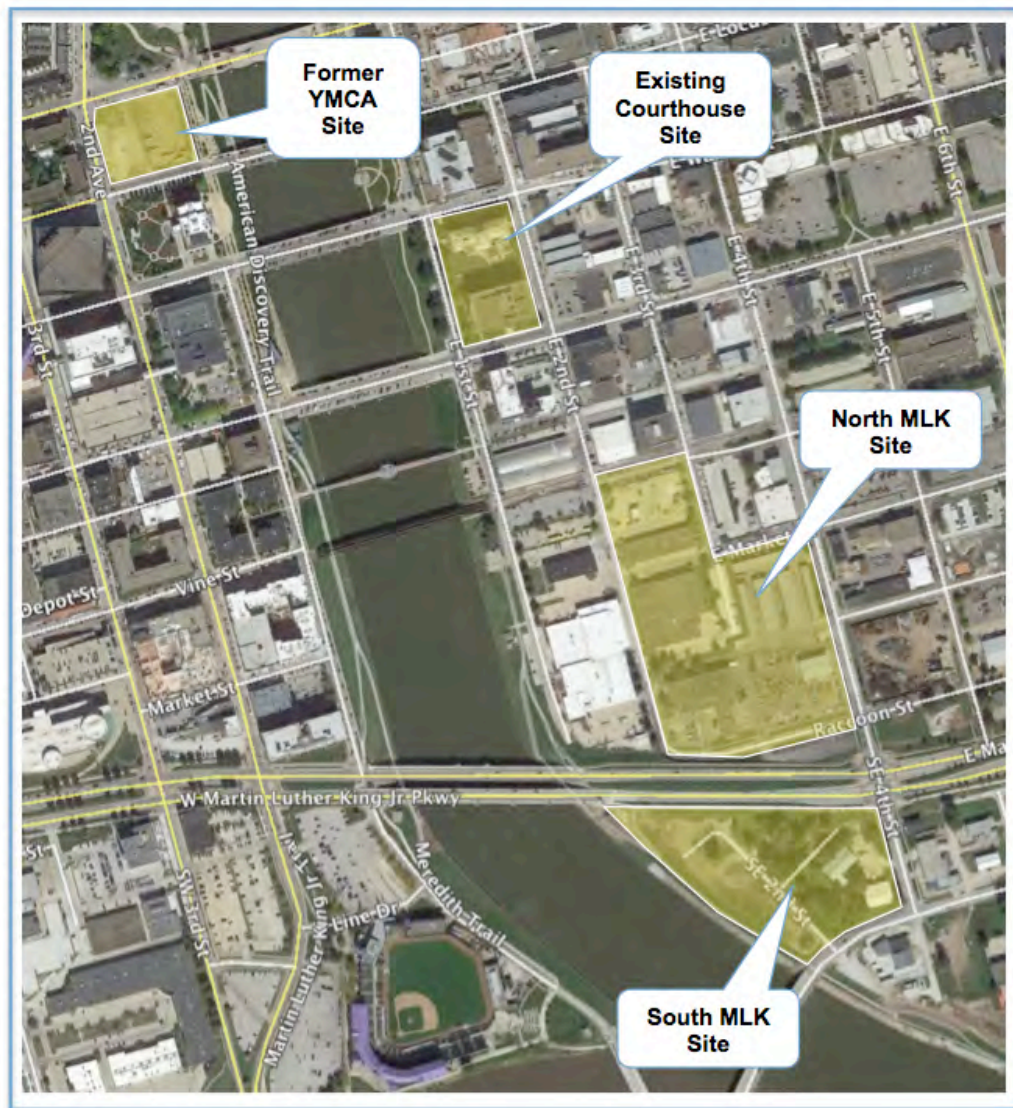
The No Action alternative does not satisfy the Tier 1 guidelines; however, pursuant to NEPA, the No Action alternative has been carried forward as the baseline to which potential impacts of the action alternatives can be measured.

## EXISTING ENVIRONMENT

In accordance with CEQ regulations (§1500.4 and §1501.7), issues to be addressed or important issues relating to this proposed action were identified through scoping. For this EA, internal scoping, as defined by Section 4.1.4 of the PBS NEPA Desk Guide, was conducted. Issues studied in detail include: hazardous materials, waste, and/or site contamination; socioeconomics (including environmental justice and protection of children); public services and utilities; surface waters, groundwater, and floodplains; land use and zoning; roads, traffic, and parking; air quality; noise and vibration; and cultural and historic resources.

## ENVIRONMENTAL CONSEQUENCES

The following table (Table ES-1) provides a summary of the environmental consequences that would be expected should the Proposed Action be implemented through selection of any of the alternatives carried forward for detailed analysis. As shown in the table, implementing the Proposed Action would be expected to result in no significant impacts to the environment.



**Figure ES-1. Location of the Four Sites Carried Forward for Detailed Study.**



**Table ES-1. Alternatives Comparison Matrix Summary.**

| <b>Environmental Attributes<br/>(Threshold Criteria)</b>   | <b>Alternatives</b>  |   |   |   |   |
|--|----------------------|---|---|---|---|
|  | <b>No<br/>Action</b> | <b>Construct a New<br/>Addition at the<br/>Existing<br/>Courthouse Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse at<br/>the Former<br/>YMCA Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the North<br/>MLK Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the South<br/>MLK Site</b> |
| <b>Hazardous Materials, Waste,<br/>and/or Site Contamination</b><br>(Significant hazardous materials<br>and/or waste generated as a result of<br>construction and/or operational<br>activities?) | No                   | No  | No  | No  | No  |
| (Existing hazardous materials, waste,<br>or site contamination issues requiring<br>investigation and/or possible<br>remediation?)  | No                   | Yes   | No  | Yes   | Yes   |
| (Potential for existing ACM issues<br>requiring investigation and/or<br>possible remediation?)   | No                   | Yes   | No  | Yes   | Unknown   |
| (Potential for existing LBP issues<br>requiring investigation and/or<br>possible remediation?)   | No                   | Yes   | No  | Yes   | Unknown   |
| <b>Socioeconomics (including<br/>Environmental Justice and<br/>Protection of Children)</b><br>(Results in significant change in area<br>employment, income, and/or housing<br>characteristics?)  | No                   | No  | No  | No  | No  |
| (Action occurs in an area considered<br>to be minority in nature?)   | N/A                  | Yes   | No  | Yes   | Yes   |
| (Action occurs in an area considered<br>to be poverty/extreme poverty?)  | N/A                  | Yes/No  | No/No   | Yes/No  | Yes/No  |
| (Results in Environmental Justice<br>Impacts?)   | No                   | No  | No  | No  | No  |
| (Results in Impacts to Children?)  | No                   | No  | No  | No  | No  |
| <b>Public Services and Utilities</b><br>(Results in a significant impact to<br>public services?)   | No                   | No  | No  | No  | No  |
| (Results in significant impacts as a<br>result of the need to relocate existing<br>utilities?)   | No                   | No  | No  | No  | No  |
| (Results in excessive strain or<br>demand on existing utility<br>infrastructure?)  | No                   | No  | No  | No  | No  |

**Table ES-1 (continued). Alternatives Comparison Matrix Summary.**

| <b>Environmental Attributes<br/>(Threshold Criteria)</b>   | <b>Alternatives</b>  |   |   |   |   |
|--|----------------------|---|---|---|---|
|  | <b>No<br/>Action</b> | <b>Construct a New<br/>Addition at the<br/>Existing Federal<br/>Courthouse/Fed<br/>eral Courthouse<br/>Annex Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse at<br/>the Former<br/>YMCA Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the North<br/>MLK Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the South<br/>MLK Site</b> |
| <b>Surface Waters, Groundwater, and Floodplains</b><br>(Results in impacts to surface water features?)   | No                   | No  | No  | No  | No  |
| (Results in stormwater run-off in excess of defined limits?)   | No                   | No  | No  | No  | No  |
| (Results in impacts to groundwater resources?)   | No                   | No  | No  | No  | No  |
| (Results in development within the defined 100-year flood zone?)   | No                   | No  | No  | No  | No  |
| (Results in development within the defined 500-year flood zone?)   | No                   | No  | No  | No  | No  |
| (Results in the need to use extensive engineering or other techniques and/or methods to ensure the structure is out of the 500-year flood zone?) | No                   | Yes   | No  | Yes   | Yes   |
| <b>Land Use and Zoning</b><br>(Development is consistent [to the extent feasible] with existing and/or planned land use of the site?)            | Yes                  | Yes   | Yes   | Yes   | Yes   |
| (Development is consistent [to the extent feasible] with existing and/or planned land use of the immediate surrounding area?)                    | Yes                  | Yes   | Yes   | Yes   | Yes   |
| (Development is consistent [to the extent feasible] with prevailing zoning designations and other codes and regulations?)                        | Yes                  | Yes   | Yes   | Yes   | Yes   |
| <b>Roads, Traffic, and Parking</b><br>(Construction results in significant impacts to pedestrian, transit, or vehicular traffic?)                | N/A                  | No  | No  | No  | No  |
| (Adequate space for construction worker parking?)  | N/A                  | Yes   | Yes   | Yes   | Yes   |
| (Requires the use of off-site properties for construction worker parking?)   | N/A                  | Yes   | Yes   | No  | No  |
| (Operations anticipated to result in significant impacts to pedestrian, transit, or vehicular traffic?)  | N/A                  | No  | No  | No  | No  |
| (Adequate nearby space for employee and visitor parking?)  | N/A                  | Yes   | Yes   | Yes   | Yes   |
| (Requires the use future development of parking facilities for employees and visitors?)  | N/A                  | No  | No  | Yes   | Yes   |
| (Impacts planned bridge improvement projects in the area?)   | N/A                  | No  | No  | No  | No  |
| <b>Air Quality</b><br>(Results in an increase above de minimis standards?)   | No                   | No  | No  | No  | No  |

**Table ES-1 (continued). Alternatives Comparison Matrix Summary.**

| <b>Environmental Attributes<br/>(Threshold Criteria)</b>  | <b>Alternatives</b>  |   |   |   |   |
|---|----------------------|---|---|---|---|
|   | <b>No<br/>Action</b> | <b>Construct a New<br/>Addition at the<br/>Existing Federal<br/>Courthouse/Fed<br/>eral Courthouse<br/>Annex Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse at<br/>the Former<br/>YMCA Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the North<br/>MLK Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the South<br/>MLK Site</b> |
| <b>Noise and Vibration</b><br>(Results in unacceptable short-term<br>levels at nearby sensitive receptors?) | No                   | No  | No  | No  | No  |
| (Results in long-term increases to<br>unacceptable levels?)   | No                   | No  | No  | No  | No  |
| <b>Cultural and Historic Resources</b><br>(Results in significant impact to<br>archaeological resources?)   | No                   | No  | No  | No  | No  |
| (Results in significant impact to<br>NRHP-listed or -eligible historic<br>properties or districts?)         | No                   | No  | No  | No  | No  |

N/A – Not Applicable

## **PUBLIC INVOLVEMENT**

The Draft EA and Draft Finding of No Significant Impact (FONSI) were made available for a 15-day public review and comment period. The Draft EA and Draft FONSI were made available for review at the City of Des Moines Central Library. The documents were also made available via a GSA website or by contacting the GSA Regional Environmental Quality Advisor (REQA). A public information session was held at the Central Library on July 17, 2017. Approximately 100 people attended the session. Comments were accepted verbally, written, email, and by letter. GSA's responses are included in the EA. Based on feedback received at the public information session, GSA conducted additional market research for other potential sites on which to build a new courthouse. However, it was determined that there were no additional site alternatives that were considered to be more advantageous to the Government than those included in the Draft EA.

In an effort to partner with the City of Des Moines officials to address concerns raised during the public comment period regarding the selection of the Former YMCA Site as the preferred site, GSA engaged their Urban Development/Good Neighbor Program to facilitate a discussion between GSA, the U.S. Court, Southern District of Iowa, and City officials. An initial meeting took place on April 12, 2018, to gain a better understanding of the concerns of the City and establish a sense of partnership to address the concerns to the greatest extent possible.

The project design team was then engaged to begin conceptualizing mutually agreeable solutions that address the issues raised. A subsequent meeting was held on May 17, 2018, to share the conceptual ideas with the City officials. The meeting was an interactive working session with representatives from the City Mayor's office, City Council, and the City Manager's office as well as GSA and the U.S. Courts. The meeting focused on ways in which the project could embrace and interact with the adjacent Riverwalk in a way that facilitates pedestrian activities and outdoor recreation; the possibility of a ground level, publicly available cafe or food service establishment; how the massing of the building would interact with the surrounding areas; and how vehicular access could be established for the service entrances of the building.



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## **SECTION 1.0 PURPOSE AND NEED**

This environmental assessment (EA) has been prepared in accordance with Section 102 of the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321 to 4370d), as implemented by the regulations promulgated by the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] §1500-1508). The principal objectives of NEPA are to ensure the careful consideration of environmental aspects of proposed actions in Federal decision-making processes and to make environmental information available to decision makers and the public before decisions are made and actions are taken. Additionally, this EA follows the General Services Administration (GSA) NEPA guidelines, namely the 1999 GSA Public Buildings Service (PBS) NEPA Desk Guide. In accordance with CEQ regulations (§1502.13), this section of the EA briefly specifies the underlying purpose and need to which the GSA is responding in proposing the alternatives for implementing the proposed action.

### **1.1 PROPOSED ACTION**

The GSA proposes to meet the 10-year occupancy and 30-year design needs of the U.S. Court, Southern District of Iowa, through the Proposed Construction of a New Federal Courthouse in Des Moines, Polk County, Iowa (Figure 1-1).

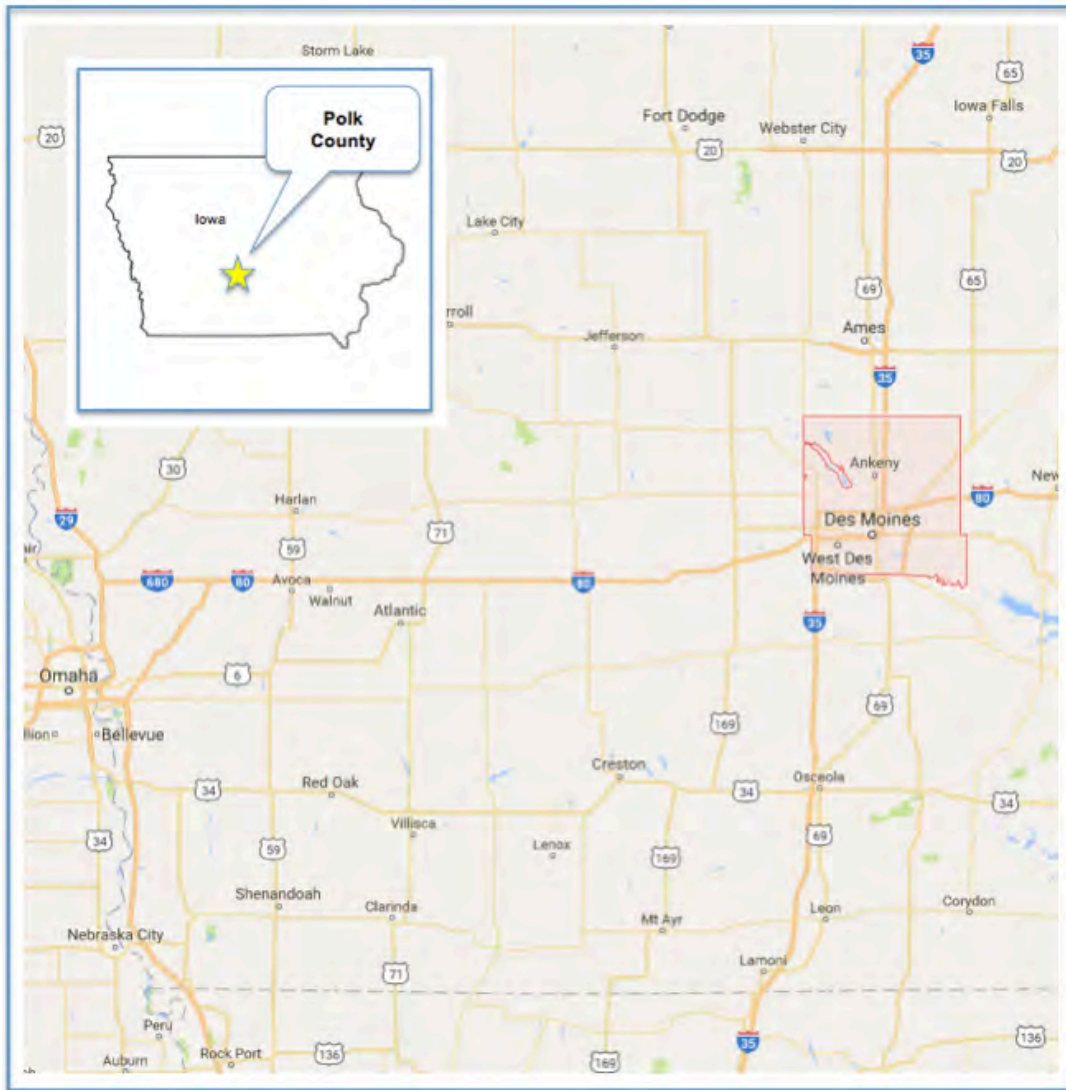
### **1.2 PURPOSE AND NEED FOR THE PROPOSED ACTION**

Based on the Long-Range Facility Plan for the U.S. Court, Southern District of Iowa, the purpose of the proposed action is to meet the court's 30-year projected space needs. The existing U.S. Courthouse does not meet the U.S. Courts Design Guide (USCDG) standards, does not provide for future expansion, and lacks adequate security. There is no separate access or secure elevators for judicial officers. There is a prisoner sallyport and secured elevator in the existing historic courthouse; however, it only directly accesses half of the courtrooms. In addition, secured parking is available to only a portion of the courts, in the leased Courthouse Annex, across a parking lot from the historic courthouse. Due to the inadequate facilities and lack of available expansion space in the existing historic courthouse, several court functions and court-related agencies currently occupy space in the adjacent leased Courthouse Annex. A new courthouse would greatly improve the efficiency and security of court operations.

As part of the overall planning process, a Request for Expressions of Interest (REOI) was released in July 2016 to gather information on potential locations for the development of a new Federal Courthouse in Des Moines. As part of the REOI, three minimum site requirements were developed:

- (1) **Delineated Area:** The Central Business District of Des Moines, Iowa.
- (2) **Size:** Capacity for office and related space of approximately 230,000 gross square feet (sf), inclusive of interior parking, and accommodating physical security requirements, applicable zoning, and other restrictions imposed by law or regulation. Owners of parcels aggregating less than the size of the site specified, but to which abutting parcels may be added to produce a site of the required size, are encouraged to offer such properties for inspection.
- (3) **Floodplain:** Sites within the 100-year floodplain will not be considered unless there are no practicable alternatives.

The Government will select the site(s), if any, which meet the minimum requirements set forth above and which are considered to be most advantageous to the United States for development of a new Federal Courthouse. Additional criteria that the Government will consider are listed below:



**Figure 1-1. General Location Map.**

- (1) **Site Development Flexibility:** Among those sites that meet the minimum requirements stated above, preference will be given to those providing greater development flexibility (site shape and topography); and sites whereby the owner is willing to subdivide so that GSA only obtains the amount of land needed for the project.
- (2) **Proximity to Amenities:** Proximity to commercially available office space and access to local amenities, including restaurants and retail shops, is preferred.
- (3) **Proximity to Public Transportation:** Sites serviced by public transportation are preferred.
- (4) **Proximity to Hazards:** Sites with known existing environmental contaminants and/or that are within close proximity to continuous or infrequent hazards will be evaluated less favorably, and, depending on the nature and severity of the hazard, may be eliminated from consideration. Hazards include but are not limited to: facilities involved in hazardous material generation, handling, storage, processing or disposal; facilities presenting dangers that cannot reasonably be mitigated including

biological research facilities, bulk gas facilities, and pharmaceutical production and research facilities; and railroads.

- (5) **Proximity to Noise Pollution:** Sites located in proximity to activities that generate excessive noise (including, but not limited to, airports and railroads) will be evaluated less favorably.
- (6) **Environmental Impacts:** Sites on which the development of a new Federal Courthouse would significantly disturb natural resources (e.g. wetlands) or would otherwise have significant impacts on the quality of the human and natural environment in ways that could not reasonably be mitigated will be evaluated less favorably, and, depending on the nature and severity of the impact(s), may be eliminated from further consideration.
- (7) **Floodplain:** Sites that are not within the 500-year floodplain are preferred, unless, in the opinion of the Government, a site within the 500-year floodplain is capable of being engineered in a manner that removes it from the 500-year floodplain.
- (8) **Zoning, Land Use, and Schedule:** Sites on which the development of a new Federal Courthouse would be contrary to current zoning or local land use plans, and/or which would not now be capable of obtaining site development permits, will be evaluated less favorably.
- (9) **Acquisition and Development Cost:** Sites that, in the Government's estimation, provide opportunities to lower overall costs (acquisition, development and relocation) for the Government are preferred.
- (10) **Historic Resource Impacts:** Sites on which the development of a new Federal Courthouse would significantly disturb historic or archeological resources (e.g. buildings, grave sites, etc.) or otherwise have significant impacts on adjacent historic properties or resources that could not reasonably be mitigated will be evaluated less favorably, and, depending on the nature and severity of the impact(s), may be eliminated from further consideration.

In addition to these additional criteria, the Government may consider other attributes of a site. No one criterion listed above is considered to be more important than any other, as a general matter. However, in the context of its evaluation of an individual site, with each site having unique attributes, the Government may treat some criteria as being more important than others.

The REOI minimum requirements and additional criteria were further refined into a set of guidelines to be utilized as part of the NEPA process in an effort to best compare and contrast alternative ways of fulfilling the overall objectives of the proposed action – to meet the 30-year projected space needs of the U.S. Court, Southern District of Iowa. Those specific guidelines developed are listed below in no particular order of importance:

- (1) **Provide a space/facility that meets the needs of the U.S. Court, Southern District of Iowa and the community.** To meet the occupancy needs, the space/facility must provide five District courtrooms (including a Special Proceedings Courtroom), eight District judges' chambers, two Bankruptcy courtrooms/chambers, two Magistrate courtrooms/chambers, and a Court of Appeals judges chambers. The site must also be of sufficient size to satisfy long-term design needs (generally 230,000 gross sf inclusive of interior parking and accommodations for physical security requirements, applicable zoning, and other restrictions imposed by law or regulation).
- (2) **Provide a space/facility that satisfies the necessary design criteria.** The space/facility must comply with the GSA Facility Standards for the Public Buildings Service (PBS P100 or P100) and the USCDG. Design of the facility must also satisfy the provisions of the Architectural Barriers Act (ABA) (Public Law [PL] 94-541, 1968), the Uniform Federal Accessibility Standards, fire safety standards,

and the energy conservation requirements of GSA (PBS P100). The site should also be consistent with existing/planned zoning and land use (to the extent feasible) while providing for overall site development/design flexibility (e.g., site shape, topography, etc.).

- (3) **Provide a space/facility that is located outside the 100-year floodplain and the 500-year floodplain, unless no practicable alternatives exist.** To the extent practicable, the location must allow for a facility that is in compliance with EO 11988 (Floodplain Management). The U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse Operations in Des Moines as a “Critical Action Category IV Facility.” A Critical Action means an action for which even a slight chance of flooding is too great. A Category IV Facility is the highest risk category and includes buildings and structures that, if severely damaged, would reduce the availability of essential community services necessary to cope with an emergency.
- (4) **Provide a space/facility solution within the Des Moines Central Business District (CBD) that provides a positive influence on local development/redevelopment.** GSA is committed to promoting healthy communities and neighborhoods throughout the United States, especially in revitalizing downtown urban areas. GSA property management decisions try to accommodate Executive Order (EO) 13006 (Locating Federal Facilities on Historic Properties in Our Nation’s Central Cities, May 1996) and EO 12072 (Federal Space Management, August 1978), both extolling the virtues of a Federal presence in revitalizing and restoring historically important downtown areas and urban centers.
- (5) **Provide a space/facility that allows for increased efficiency between courts and court-related functions.** The space/facility should provide for the consolidation of the local Judiciary, the U.S. Marshals Service, and other related operations in one location (to the extent feasible).
- (6) **Provide the required space/facility, while minimizing disruption of current Judiciary activities.** Any proposed improvements must have minimal impact on the activities of the existing Judiciary, U.S. Marshals Service, and other court-related Federal agency personnel (to the extent feasible).
- (7) **Provide a space/facility in close proximity to local amenities and access to available parking and public transportation.** The site should be within walking distance of commercially available office space (for convenience of the U.S. Attorney’s Office personnel), local restaurants, retail shopping, public transportation nodes (bus stops, etc.), and available public/visitor parking (on-street, garage, etc.).
- (8) **Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment.** The needs of the U.S. Court, Southern District of Iowa should be met while avoiding (to the extent feasible) potentially hazardous sites (hazardous materials generation, handling, storage, and processing facilities, bulk gas facilities, etc.), sites that are noisy and may disrupt Court activities (airports, railroads, trucking/hauling facilities, etc.), or sites where development and operations could result in significant natural and/or cultural/historic resources impacts that could not be reasonably mitigated.
- (9) **Provide a space/facility that provides for reasonable acquisition, development, and future operational costs.** The needs of the U.S. Court, Southern District of Iowa should be met in a manner that is mindful of overall project costs.



### **1.3 SCOPE OF THIS ENVIRONMENTAL ASSESSMENT**

This EA documents and discloses the environmental impacts that could result should the GSA implement the proposed action outlined earlier in Section 1.1 (and discussed in detail in later Section 2.0). Data presented in this EA (and therefore the analysis) are based on previous studies/investigations conducted as part of the planning process (see Section 1.3.1 below) as well as other secondary and tertiary sources developed as part of this NEPA process. These studies/investigations are detailed (as appropriate) throughout this document. Issues included for detailed analysis in this document were determined through “scoping.” As defined in the CEQ regulations (§1508.25), the scope consists of the range of actions, alternatives, and impacts to be considered in a NEPA document.

In accordance with GSA NEPA guidance, the Draft EA was made available for public review and comment. Details regarding the public involvement process are discussed later in Section 5.0.

#### **1.3.1 Background, Consultation, and Relevant Studies, Surveys, and/or Documents**

A variety of related and/or supporting studies and investigations have been conducted as part of extensive planning for the proposed Federal Courthouse. Reference to these reports/studies is made in the relevant sections of this EA. The completed reports are on file with the GSA.

#### **1.3.2 Issues Studied in Detail**

In accordance with CEQ regulations (§1500.4 and §1501.7), issues to be addressed or important issues relating to this proposed action were identified through scoping. For this EA, internal scoping, as defined by Section 4.1.4 of the PBS NEPA Desk Guide, was conducted. Issues studied in detail include:

##### **1.3.2.1 Hazardous Materials, Waste, and/or Site Contamination**

Concerns over the improper handling and disposal of solid and hazardous wastes that posed a continuing threat to the environment and a danger to human health led to the enactment of the Resource Conservation and Recovery Act (RCRA) of 1976. The RCRA amended the Solid Waste Disposal Act and authorized the U.S. Environmental Protection Agency (USEPA) to provide for cradle-to-grave management of hazardous waste and set a framework for the management of non-hazardous municipal solid waste. Under RCRA, a waste is defined as hazardous if it is ignitable, corrosive, reactive, toxic, or listed by the USEPA as being hazardous. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 and the Superfund Amendments and Reauthorization Act (SARA) of 1986 authorize the USEPA to respond to spills and other releases of hazardous substances to the environment. It also authorizes the National Oil and Hazardous Substances Pollution Contingency Plan. Title III of SARA authorizes the Emergency Planning and Community Right-to-Know Act (EPCRA), which requires facility operators with hazardous substances to prepare comprehensive emergency plans and to report accidental releases. EO 12856 (Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements, August 1993) requires Federal agencies to comply with the provisions of EPCRA.

Title I of the Toxic Substances Control Act (TSCA) established requirements and authorities to identify and control toxic chemical hazards to human health and the environment. The TSCA authorized the USEPA to gather information on chemical risks, require companies to test chemicals for toxic effects, and regulate chemicals with unreasonable risk. The TSCA and its regulations govern the manufacture, processing, distribution, use, marking, storage, disposal, cleanup, and release reporting requirements for numerous chemicals like PCBs. PCBs are persistent when released into the environment and accumulate in the tissues of living organisms. They have been shown to cause adverse health effects on laboratory animals and may cause adverse health effects in humans.

It is important to determine whether implementing the proposed action could impact existing site contamination (soil and/or groundwater), hazardous building materials (asbestos containing materials [ACM] and lead-based paint [LBP]), and/or could result in the generation, use, or disposal of hazardous materials, chemicals, or waste. Potential effects from hazardous materials will be determined by the absence/presence of known contaminants on the sites and listed sites within standard search radii, and the removal and proper disposal of hazardous wastes as part of demolition and construction activities.

### **1.3.2.2 Socioeconomics (Including Environmental Justice and Protection of Children)**

Socioeconomic and economic analyses generally include detailed investigations of the prevailing population, income, employment, and housing conditions of a grouping of individuals, community or city, or an area of interest. The socioeconomic conditions of a region of influence (ROI) could be affected by changes in the rate of population growth, changes in the demographic characteristics of a ROI, or changes in employment within the ROI caused by implementing a proposed action. The economic conditions of a group or entity could also be affected by increasing or decreasing revenue sources, like removing potential taxable land from the tax base. These potential effects can become especially noticeable in areas where the prevailing tax base or other source of revenue is already limited. In addition to these characteristics, populations of special concern, as addressed by EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 1994) are identified and analyzed for potential environmental justice impacts.

EO 12898 requires a Federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high human health or environmental effects of its programs, policies, and activities on minority populations and low income populations.” A memorandum from the President concerning EO 12898 stated that Federal agencies should collect and analyze information concerning a project’s effects on minorities or low-income groups, when required by NEPA. If such investigations find that minority or low-income groups experience a disproportionate adverse effect, then avoidance or mitigation measures are to be taken.

According to the CEQ (1997), a minority population can be described as being composed of the following population groups: American Indian or Alaskan Native, Asian or Pacific Islander, Black, not of Hispanic origin, or Hispanic, and exceeding 50 percent of the population in an area or the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population. Race and ethnicity are two separate categories of minority populations. A minority population can be defined by race, by ethnicity, or by a combination of the two distinct classifications. Race as defined by the U.S. Census Bureau (USCB) (USCB 2001) includes:

- **White** – A person having origins in any of the original peoples of Europe, the Middle East, or North Africa;
- **Black or African American** – A person having origins in any of the Black racial groups of Africa;
- **American Indian or Alaska Native** – A person having origins in any of the original peoples of North and South America (including Central America) and who maintain tribal affiliation or community attachment;
- **Asian** – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, or the Philippine Islands; and
- **Native Hawaiian and Other Pacific Islanders** – A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

The USCB defines ethnicity as either being of Hispanic origin or not being of Hispanic origin. Hispanic origin is defined as “a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race” (USCB 2001).

A minority population can be defined in multiple ways; for example, a population under consideration may be demographically composed of 45 percent Black, 6 percent Asian, 40 percent White, and 9 percent all other races or combination of races. Additionally, a minority population can also be defined through ethnicity, where the population under consideration is demographically composed of 80 percent White, 10 percent Black, and 10 percent all other races or combination of races, but has an ethnic composition of 98 percent Hispanic origin and 2 percent of the population not of Hispanic origin. Total minority population can also be determined by identifying the White, non-Hispanic portion of the population. Additionally, race and ethnicity can be determined through data that identify all races within Hispanic and non-Hispanic portions.

Each year the USCB defines the national poverty thresholds, which are measured in terms of household income dependent upon the number of persons within the household. Individuals falling below the poverty threshold (\$22,113 for a household of four in 2010 [USCB 2010]) are considered low-income individuals. USCB census tracts where at least 20 percent of the residents are considered poor are known as *poverty areas* (USCB 1995). When the percentage of residents considered poor is greater than 40 percent, the census tract becomes an *extreme poverty area*.

EO 13045, Protection of Children from Environmental Health Risks and Safety Risks, states that a growing body of scientific knowledge has demonstrated that children may suffer disproportionately from environmental health risks and safety risks. These risks arise because: children's neurological, immunological, digestive, and other bodily systems are still developing; children eat more food, drink more fluids, and breathe more air in proportion to their body weight than adults; children's size and weight may diminish their protection from standard safety features; and children's behavior patterns may make them more susceptible to accidents because they are less able to protect themselves. Therefore, to the extent permitted by law and appropriate, and consistent with the agency's mission, Federal agencies shall:

- make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children; and
- ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.

It is important to determine whether implementing the proposed action could affect local demographics, employment, and income potential, as well as localized minority and/or low-income populations. Potential effects to income and employment are determined by an unacceptable change (i.e., significant loss or decrease) in these components; effects to populations of special concern are quantified in this EA by the number of individuals and/or populations affected.

### **1.3.2.3 Public Services and Utilities**

Public services include local government services such as police, fire, and schools. Utilities include solid waste, water, storm drainage, sewer, gas, electrical, and rail. Impacts to public services and utilities are determined in this EA by the presence/absence of an unacceptable change in the level of service to other consumers of those resources or the presence/absence of an increase in demand that could otherwise negatively affect the existing infrastructure.

### **1.3.2.4 Surface Waters, Groundwater, and Floodplains**

The Federal Water Pollution Control Act (FWPCA), as amended by the Clean Water Act (CWA) of 1977, was enacted to protect these resources. The Water Pollution Prevention and Control Act (33 USC Chapter 26), also known as the CWA Amendments, set the national policy objective to “restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” The FWPCA provides the authority to establish water quality standards, control discharges into surface and subsurface waters (including groundwater), develop waste treatment management plans and practices, and issue permits for discharges (Section 402) and for dredged or fill material (Section 404). A National Pollutant Discharge Elimination System (NPDES) or

the state equivalent (i.e., Iowa NPDES) permit under Section 402 of the CWA is required for discharges into navigable waters; a Section 404 permit is required for the placement of dredged or fill material in navigable waters; and a Section 10 permit under the Rivers and Harbors Act of 1899 is required for obstruction or alteration of navigable waters. "Navigable waters" have been very broadly defined in USEPA regulations (40 CFR §230) and encompass most bodies of water (including wetlands) and their tributaries. The USEPA is charged with the overall responsibility for Section 402 permits; the U.S. Army Corps of Engineers (USACE) has responsibility for Section 404 permits; and the U.S. Coast Guard has responsibility for Section 10 permits.

A 100-year flood (intermediate regional flood) is defined as a flood level that occurs with an average frequency of once in 100 years at a designated location, although it may occur any year, even two years in a row. The Federal Emergency Management Agency (FEMA) is responsible for implementation and management of the National Flood Insurance Program under 44 CFR; however, local government is responsible for administration of the floodplain within its respective borders. FEMA regulates the impact of vertical development on surface water elevation and flood limits within the floodplain.

EO 11988 (Floodplain Management) (May 24, 1977) requires Federal agencies to avoid, to the extent possible, the short- and long-term adverse impacts associated with the occupancy and modification of floodplains. Federal agencies are to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. In accomplishing this objective, "each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by floodplains in carrying out its responsibilities." This includes actions that include Federally assisted or financed construction and improvements. ADM 1095.6 (Consideration of Floodplains in Decision Making) of February 11, 2003, is the GSA order establishing policy and assigning responsibility within the GSA for implementing the requirements of EO 11988. The PBS Floodplain Management Desk Guide (August 1, 2013) is the companion guide to ADM 1095.6 and provides the procedural requirements for GSA's implementation of the policy.

Stormwater runoff in urban and developing areas is one of the leading sources of water pollution in the U.S. In recognition of this issue, Congress enacted Section 438 (Stormwater Runoff Requirements for Federal Development Projects) of the Energy Independence and Security Act (EISA) of 2007, instructing Federal agencies to "use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to temperature, rate, volume, and duration of stormwater flow" for any project with a footprint that exceeds 5,000 sf. EO 13514 (October 5, 2009) on Federal Leadership in Environmental, Energy, and Economic Performance directs all Federal agencies to "lead by example" to address a wide range of environmental issues, including stormwater runoff. The EO required the USEPA, in coordination with other Federal agencies, to develop guidance for compliance with the EISA. As a result, the USEPA, Office of Water (and other agencies) coordinated the development of the Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the EISA (last revised December 1, 2008). The guidance provides a step-by-step framework to help Federal agencies maintain pre-development site hydrology by retaining rainfall on-site through infiltration, evaporation/transpiration, and re-use to the same extent as occurred prior to development.

It is important to determine whether implementing the proposed action could result in the disturbance of localized surface water features (i.e., the Des Moines River), groundwater and/or floodplains. Water features could receive silt from, or have drainage patterns affected by, ground-disturbing activities. Localized water features could also contain Federally or state-listed protected species or support important riparian habitat. Additional impacts could result from an increase stormwater runoff flow as a result of increased impervious surfaces or the contribution of additional impervious surfaces within the micro-watershed. Potential effects to surface waters, groundwater, and floodplains will be quantified in this EA by acreage and/or linear distance affected, occurrence within the 100-year or 500-year floodplain, and estimated increase in stormwater flow (where possible).

### **1.3.2.5 Land Use and Zoning**

As with other resources, land is not available in unlimited quantities. Because of this, land use must be properly planned and controlled. The CEQ regulations recognize this need for the rational management of land resources and have provided for a specific consideration of the relationship of a changed pattern in land uses, which requires knowledge and understanding of existing and projected land capabilities and land use patterns. Land use patterns are natural or imposed configurations resulting from spatial arrangement of the different uses of land at a particular time. Land use patterns typically evolve as a result of: (1) changing economic considerations inherent in the concept of highest and best use of land, (2) imposing legal restrictions (zoning) on the uses of land, and (3) changing (zoning variances) existing legal restrictions. The critical consideration is the extent to which any changes in land use patterns resulting from implementation of an action are compatible with existing adjacent uses and are in conformity with approved or proposed land use plans. Land use describes the activities that take place in a particular area and generally refers to human modification of land, often for residential or economic purposes. It also refers to use of land for preservation or protection of natural resources. It is important as a means to determine if there is sufficient area for proposed activities and to identify any potential conflicts with local land use plans. Potential impacts to land use and zoning will be based on consistency and/or compatibility (as feasible) with existing and planned land use and zoning for the area immediately surround each site.

### **1.3.2.6 Roads, Traffic, and Parking**

The effects of an increase in vehicles or increased traffic in a given area as well as a need for increased parking can have an effect on existing homes and/or businesses in a particular area as well as those that visit the area and those that may work at or frequent a proposed use. It is important that the local road network (existing or planned) can handle the potential added capacity and that appropriate measures are taken to account for vehicle parking. Construction of a new facility can also result in traffic delays and/or traffic reroutes in the area that can also result in impacts. Potential traffic impacts are documented in this EA based on the ability of the existing or planned transportation network to support an increase in vehicles and the number or amount of parking available for the proposed use.

### **1.3.2.7 Air Quality**

The Clean Air Act (CAA) (42 USC 7401-7671q), as amended, provides the framework for Federal, state, tribal, and local rules and regulations to protect air quality. The CAA gives the USEPA the responsibility to establish the primary and secondary National Ambient Air Quality Standards (NAAQS) (40 CFR §50) that set safe concentration levels for six criteria pollutants: particulate matter measuring less than 10 microns in diameter (PM<sub>10</sub>), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), nitrous oxides (NO<sub>x</sub>), ozone (O<sub>3</sub>), and lead (Pb). Primary NAAQS are established to protect public health, and secondary standards provide protection for the public welfare, which includes wildlife, climate, transportation, and economic values (Table 1-1). Additionally, the USEPA also has responsibility for ensuring that air quality standards are met to control pollutant emissions from mobile (i.e., vehicles) and stationary (i.e., factories) sources.

The NAAQS represent the maximum levels of background pollutants that are considered safe, with an adequate margin of safety to protect public health and welfare. Short-term standards (1-, 8-, and 24-hour periods) have been established for pollutants contributing to acute health effects, while long-term standards (annual averages) have been established for pollutants contributing to chronic health effects. Each state has the authority to adopt standards stricter than those established under the Federal program; however, the Iowa Department of Natural Resources (IDNR) accepts the Federal standards for the Des Moines area.



**Table 1-1. National Ambient Air Quality Standards.**

| Air Pollutant     | Averaging Time                        | NAAQS  |  |
|-------------------|---------------------------------------|--|--|
|                   |                                       | Primary <sup>1</sup>                           | Secondary <sup>2</sup>                         |
| CO                | 1-hour<br>8-hour                      | 35 ppm<br>9 ppm                                | None<br>None                                   |
| NO <sub>x</sub>   | Annual                                | 0.053 ppm                                      | 0.053 ppm                                      |
| SO <sub>2</sub>   | 3-hour<br>1-hour<br>24-hour<br>Annual | -<br>0.075 ppm<br>0.14 ppm<br>0.03 ppm         | 0.50 ppm<br>-<br>-                             |
| PM <sub>10</sub>  | 24-hour                               | 150 µg/m <sup>3</sup>                          | 150 µg/m <sup>3</sup>                          |
| PM <sub>2.5</sub> | Annual<br>24-hour                     | 12.0 µg/m <sup>3</sup><br>35 µg/m <sup>3</sup> | 15.0 µg/m <sup>3</sup><br>35 µg/m <sup>3</sup> |
| O <sub>3</sub>    | 8-hour                                | 0.070 ppm                                      | 0.070 ppm                                      |
| Pb                | Quarterly average                     | 0.15 µg/m <sup>3</sup>                         | 1.5 µg/m <sup>3</sup>                          |

- 1 - Primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly.
  - 2 - Secondary standards set limits to protect public welfare, including protection against decreased visibility, and damage to animals, crops, vegetation, and buildings.
  - 3 - Scheduled to be revoked one year after the effective date of final designations for the 0.075 ppm standard.
- ppm - parts per million, µg/m<sup>3</sup> - micrograms per cubic meter  
Source: USEPA 2007

Areas that violate NAAQS are designated as nonattainment areas, and areas that comply with air quality standards are designated attainment areas for the relevant pollutants. Attainment/maintenance areas are areas that have previously been designated nonattainment, and have subsequently been redesignated to attainment, for a probationary period, due to complying with the NAAQS. Attainment/maintenance status is achieved through the development and implementation of maintenance plans for criteria pollutants of interest. The CAA contains the legislation that mandates the general conformity rule to ensure that Federal actions in nonattainment and attainment/maintenance areas do not interfere with a state's timely attainment of the NAAQS. The CAA also requires that Federal agencies demonstrate that their actions conducted in nonattainment and attainment/maintenance areas conform to the purposes of the State Implementation Plan (SIP).

The general conformity rule divides the air conformity process into two distinct areas: applicability analysis and conformity determination. The applicability analysis process requires Federal agencies to determine if their proposed action(s) would increase emissions of criteria pollutants above the threshold levels (40 CFR §93.153). These threshold rates vary depending on severity of nonattainment and geographic location (Table 1-2 and 1-3). *De minimis* emissions are total direct and indirect emissions of a criteria pollutant that are caused by a Federal action in a nonattainment or attainment/maintenance area in less than these threshold rates. An action is subject to the general conformity rule if the emissions are deemed regionally significant, even if the emissions are *de minimis*. Regionally significant emissions are defined as the total direct and indirect emissions of a Federal action for any criteria pollutant that represents 10 percent or more of a nonattainment or maintenance area's emission inventory for that pollutant. Implementing the proposed action could impact local and regional air quality. Potential effects to air quality will be established in this EA by determining if on-site emissions increase criteria pollutants above *de minimis* levels.

**Table 1-2. Applicability Thresholds for Criteria Pollutants in Nonattainment Areas.**

| Criteria Pollutants/NAA Status                                       | TPY |
|--|-----|
| <b>O<sub>3</sub> (VOCs or NO<sub>x</sub>)</b>                        |     |
| Serious NAAs   | 50  |
| Severe NAAs  | 25  |
| Extreme NAAs   | 10  |
| Other O <sub>3</sub> NAAs outside an O <sub>3</sub> transport region | 100 |
| Other ozone NAAs inside an O <sub>3</sub> transport region           | 50  |
| NO <sub>x</sub>  | 100 |
| VOC  | 500 |
| <b>CO</b>  |     |
| All NAAs   | 100 |
| <b>SO<sub>2</sub> or NO<sub>x</sub></b>                              |     |
| All NAAs   | 100 |
| <b>PM<sub>10</sub></b>   |     |
| Moderate NAAs  | 100 |
| Serious NAAs   | 70  |
| <b>PM<sub>2.5</sub></b>  |     |
| Direct Emissions   | 100 |
| SO <sub>2</sub>  | 100 |
| NO <sub>x</sub> (unless determined not to be significant)            | 100 |
| VOC or ammonia (if determined to be a significant precursor)         | 100 |
| <b>Pb</b>  |     |
| All NAAs   | 25  |

NAA - nonattainment areas, TPY - tons per year, VOC - volatile organic compound  
Source: USEPA 2007

**Table 1-3. Applicability Thresholds for Attainment/Maintenance Areas.**

| Criteria Pollutants   | TPY |
|---|-----|
| <b>O<sub>3</sub> (NO<sub>x</sub>, SO<sub>2</sub> or NO<sub>2</sub>)</b> |     |
| All maintenance areas   | 100 |
| <b>O<sub>3</sub> (VOCs)</b>   |     |
| Maintenance areas inside an O <sub>3</sub> transport region             | 50  |
| Maintenance areas outside an O <sub>3</sub> transport region            | 100 |
| <b>CO</b>   |     |
| All maintenance areas   | 100 |
| <b>PM<sub>10</sub></b>  |     |
| All maintenance areas   | 100 |
| <b>PM<sub>2.5</sub></b>   |     |
| Direct Emissions  | 100 |
| SO <sub>2</sub>   | 100 |
| NO <sub>x</sub> (unless determined not to be significant)               | 100 |
| VOC or ammonia (if determined to be a significant precursor)            | 100 |
| <b>Pb</b>   |     |
| All maintenance areas   | 25  |

TPY tons per year  
VOC volatile organic compounds  
Source: 40 CFR §93.153

### 1.3.2.8 Noise and Vibration

Acoustical noise is defined as any sound that is undesirable because it interferes with communication, is intense enough to damage hearing, or is otherwise intrusive. Human response to noise varies according to the type and characteristics of the noise sources, distance between source and receiver, receiver sensitivity, and time of day. Sound is a physical phenomenon consisting of minute vibrations, which travel through a medium, such as air, and are sensed by the human ear. The ear senses these vibrations as changes in pressure, and as a result sound levels are most commonly referred to as "sound pressure levels." Sound levels are expressed in units of decibels. The term decibel (dB) implies a logarithmic ratio of the measured pressure to a reference pressure. This reference pressure refers to a pressure that is just barely

detectable by the human ear. The human ear responds differently to sounds at different frequencies. This is demonstrated by the fact that we hear higher pitched sounds more easily than lower ones of the same magnitudes. To compensate for the different "loudness" levels as perceived by humans, a standard weighting curve is applied to measured sound levels. This weighting curve represents the human ear's sensitivity and is labeled "A" weighting. The units of magnitude of the sound level are therefore written as dBA ("A" weighted decibels). All sound levels analyzed in this EA are A-weighted unless otherwise noted.

- **Day-Night Average Sound Level.** In this EA, the day-night average sound level (DNL) is used to describe noise. The DNL is a cumulative metric that accounts for the total sound energy occurring over a 24-hour period, with nighttime noise weighted more heavily to reflect community sensitivity to noise during nighttime hours. Noise levels in excess of DNL 65 dBA are normally unacceptable for noise-sensitive land uses such as residences, schools, and hospitals. Studies of community annoyance to numerous types of environmental noise show that DNL correlates well with percentages of groups of persons highly annoyed (Fidell et al. 1991).
- **Time Averaged Sound Level.** This metric represents a continuous sound level having the same acoustic energy and time interval as the actual fluctuating sound event.
- **Maximum Sound Level.** The highest A-weighted sound level measured during a single event in which the sound level changes value as time goes on (e.g., an aircraft overflight) is called the maximum A-weighted sound level or maximum sound level ( $L_{max}$ ).
- **Speech Interference.** Speech interference associated with construction noise is a cause of annoyance to individuals. The disruption of routine activities such as listening or telephone use gives rise to frustration and irritation. The quality of speech communication is also important in classrooms, offices, and industrial settings and can cause fatigue and vocal strain to those who attempt to communicate over the noise. Research has shown that the use of the sound exposure level (SEL) metric will measure speech interference successfully and that an SEL exceeding 65 dBA will begin to interfere with speech communication.
- **Noise Annoyance.** Noise annoyance is defined by the USEPA (1974) as any negative subjective reaction on the part of an individual or group. As noted in the discussion of DNL above, community annoyance is best measured by that metric. Because the USEPA (1974) Levels Document identified DNL 55 dBA as "...requisite to protect public health and welfare with an adequate margin of safety," it is commonly assumed that 55 dBA should be adopted as a criterion for community noise analysis. From a noise exposure perspective, that would be an ideal selection. However, financial and technical resources are generally not available to achieve that goal. Most agencies have identified DNL 65 dBA as a criterion which protects those most impacted by noise and which can often be achieved on a practical basis (Federal Interagency Committee on Noise [FICON] 1992). Although DNL 65 dBA is widely used as a benchmark for evaluating potential significant noise impact, and is often an acceptable compromise, it is not a statutory limit and it is appropriate to consider other thresholds for particular cases.
- **Hearing Loss.** Noise-induced hearing loss is probably the best defined of the potential effects of human exposure to excessive noise. Federal workplace standards for protection from hearing loss allow a time-average level of 90 dBA over an 8-hour work period, or 85 dBA averaged over a 16-hour period. Even the most protective criterion suggests a time-average sound level of 70 dBA over a 24-hour period (USEPA 1974). Since it is unlikely that receivers will remain exposed to this level for 24 hours per day for extended periods, there is little possibility of hearing loss below DNL 75 dBA.

The Noise Control Act of 1972 (PL 92-574) directs Federal agencies to comply with applicable Federal, state, interstate, and local noise control regulations. In 1974, the USEPA provided information on negative effects of noise and identified indoor and outdoor noise limits that protect public health and welfare. In addition,

sound quality criteria promulgated by the USEPA and the U.S. Department of Housing and Urban Development has identified noise levels to protect public health and welfare with an adequate margin of safety. These levels are considered acceptable guidelines for assessing noise conditions in an environmental setting. Average acceptable day-night sound pressure levels fall in a range between 50 dBA in quiet suburban areas and 70 dBA in very noisy urban areas (USEPA 1974). Table 1-4 lists some common sound levels associated with everyday activities and devices.

**Table 1-4. Common Sound Levels.**

| Outdoor                | dBA | Indoor             |
|------------------------|-----|--------------------|
| Snowmobile             | 100 | Subway Train       |
| Tractor                | 90  | Garbage Disposal   |
| Noisy Restaurant       |     | Blender            |
| Downtown (Large City)  | 80  | Ringling Telephone |
| Freeway Traffic        | 70  | TV Audio           |
| Power Lawn Mower       |     |                    |
| Normal Conversation    | 60  | Sewing Machine     |
| Rainfall               | 50  | Refrigerator       |
| Quiet Residential Area | 40  | Library            |

dBA - "A" weighted decibels

Source: League for the Hard of Hearing 2002

The City of Des Moines has established and implemented a noise ordinance (Chapter 42, Article IV – Noise Control). The noise control ordinance establishes specific guidelines for permissible sound levels by land use (Table 1-5) as well as establishing limits for continuous and impulsive sound levels that are considered to pose an immediate threat to health and welfare within the City (Table 1-6). As it pertains specifically to construction noise, the ordinance (Section 42-260 – Construction) states “No person shall operate or permit the operation of any tools or equipment in construction, drilling or demolition work or in preventive maintenance work for public service utilities between the hours of 10:00 p.m. and 7:00 a.m.” The City has also established a process for requesting a variance for a given activity or time.

**Table 1-5. City of Des Moines Sound Levels by Receiving Land Use.**

| Zoning Category of Receiving Land Use                         | Time                                    | Sound Level Limit (dBA) |
|---|---|-------------------------|
| Residential zones:<br>R1-80 to R-6,R-HD and a residential PUD | 7:00am to 10:00pm<br>10:00 pm to 7:00am | 60<br>50                |
| Mixed use and commercial zones: PUD to C-4                    | At all times                            | 65                      |
| Industrial zones:<br>M-1 to M-3                               | At all times                            | 75                      |
| Noise sensitive area  | At all times                            | 55                      |
| U-1 floodplain or FW floodway                                 | At all times                            | 65                      |

**Table 1-6. City of Des Moines Continuous and Impulsive Sound Levels Considered to Pose an Immediate Threat to Citizen Health and Welfare (measured at 50 feet).**

| Continuous Sound Levels |            | Impulsive Sound Levels |  |
|-------------------------|------------|------------------------|--|
| Sound Level Limit (dBA) | Duration   | Sound Level Limit (dB) | Number of Repetitions per 24-Hour Period |
| 90                      | 24 hours   | 140                    | 1  |
| 93                      | 12 hours   | 130                    | 10                                       |
| 96                      | 6 hours    | 120                    | 100                                      |
| 99                      | 3 hours    |                        |  |
| 102                     | 1.5 hours  |                        |  |
| 105                     | 45 minutes |                        |  |
| 108                     | 22 minutes |                        |  |

It is important to determine whether implementing the proposed action could increase the levels of noise/vibration within the immediate project area. Potential effects will be quantified in this EA by determining if on-site noise levels increase long-term noise levels above acceptable standards for the specific land use type and if construction vibration could result in impacts to nearby historic structures (if present).

### **1.3.2.9 Cultural and Historic Resources**

The National Historic Preservation Act (NHPA) of 1966 (54 USC 300101 et seq., as amended), the Archeological and Historic Preservation Act of 1974, (AHPA), (16 U.S.C. 469--469c) and the Archeological Resources Protection Act of 1979 (ARPA), (16 U.S.C. 470aa--mm) are designed to ensure adequate consideration of the values of historic properties in carrying out Federal activities and to attempt to identify and mitigate impacts to significant historic properties. The NHPA is the principal authority used to protect historic properties; Federal agencies must determine the effect of their actions on cultural resources and take certain steps to ensure that these resources are located, identified, evaluated, and protected. The 36 CFR §800 defines the responsibilities of the state, the Federal government, and the Advisory Council on Historic Preservation (ACHP) in protecting historic properties identified in a project area. The 36 CFR §60 establishes the National Register of Historic Places (NRHP) and defines the criteria for evaluating eligibility of cultural resources for listing on the NRHP. The ARPA of 1979 protects archeological resources on Federal lands. Unauthorized excavation, removal, damage, alteration, or defacement of archeological resources on public lands is prohibited. In this EA, historic properties refer to properties eligible or potentially eligible for inclusion in the NRHP.

Legal mandates pertaining to Native American cultural resources and religious freedom include the NHPA, Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (25 USC 3001 et seq., 43 CFR 10), NEPA, ARPA, American Indian Religious Freedom Act (AIRFA) of 1978, as amended (42 USC 1996-1996a), and EO 13007 (Indian Sacred Sites, May 1996).

Cultural resources are nonrenewable resources whose value may be diminished by physical disturbances. These resources include buildings, structures, objects, landscapes, and archeological sites, as well as places of importance to a culture or community for reasons of history, religion, or science. The archeological sites may include both prehistoric and historic sites, e.g., campsites, resource use or acquisition areas, house sites, and trash deposits that may exist. An impact would be significant to cultural and/or archeological resources if project activities result in:

- physical destruction of or damage to all or part of the property;
- alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material reduction, and provision of handicapped access, that is not consistent with the Secretary of the Interior's standards for the treatment of historic properties (36 CFR §68) and applicable guidelines;
- removal of the property from its historic location;
- change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.



Potential effects to cultural and historic resources will be quantified in this EA based on the number of sites or site locales (including historic buildings, districts, etc.) affected that are eligible, or potentially eligible, for listing on the NRHP or have been listed on the NRHP.

### **1.3.3 Issues Eliminated from Detailed Study**

CEQ regulations (§1501.7) state that the lead agency shall identify and eliminate from detailed study the issues which are not important or which have been covered by prior environmental review, narrowing the discussion of these issues in the document to a brief presentation of why they would not have a dramatic effect on the human environment. In accordance with §1501.7, issues eliminated from detailed study include:

#### **1.3.3.1 Aesthetics and Visual Resources**

The NEPA regulations identify aesthetics as one of the components of the environment to be considered in evaluating the effects of a proposed action. Aesthetics is the science or philosophy concerned with the quality of visual experience. Traditionally, visual building design theory has followed the lead of the fine arts by looking at an individual proposed building as a self-contained object, apart from its surroundings. This has been termed “internal aesthetics” and in and of itself, is essential to a high-quality visual environment. A second level of aesthetics has typically considered the visual relationships between a building and specific elements of its surroundings. These considerations have been termed “relational aesthetics.” At the third and broadest level is “environmental aesthetics.” Here the aesthetics of the total affected environment are examined. In the past, much more attention has been given to the first level of aesthetics than to the second and third levels. The design of the new Federal Courthouse would be consistent and comply with (to the extent feasible) the GSA Facility Standards for the PBS (PBS P100 or P100) and the USCDG, other pertinent Federal design guidance documents, and prevailing City of Des Moines community developments standards, codes, and/or ordinances so that the overall look and “feel” of the structure would complement the area. As a result, no significant impacts would be anticipated and this issue has been eliminated from detailed study.

#### **1.3.3.2 Energy Efficiency**

The benefits of energy efficiency, and particularly energy efficient buildings is extensive – lower utility costs, improved air quality, reduced greenhouse gases, energy security, and deferred infrastructure costs. As the landlord for the Federal civilian government, the GSA PBS acquires space on behalf of the Federal government through new construction and leasing, and acts as a caretaker for Federal properties across the country.

The GSA is a leader in sustainable building design. As such, all facilities are designed, built, and operated in accordance with PBS P100 (GSA Facility Standards) and prevailing energy conservation requirements (PBS P100), both ensuring compliance with:

- **Energy Policy Act (EPACT) of 2005** - directs Federal agencies to implement renewable energy (RE) projects to obtain at least 7.5 percent of their electricity from RE sources by Fiscal Year (FY) 2013. Federal agencies can receive double credit toward this goal for RE produced on-site.
- **Energy Independence and Security Act (EISA) of 2007** – requires that all existing and new Federal buildings lead by example. Existing buildings must reduce energy consumption 30 percent by 2015, compared with 2003 levels, through building upgrades and efficient appliances. New buildings must achieve efficiencies of 30 percent better than the American Society of Heating, Refrigerant, and Air Conditioning Engineers (ASHRAE) code and the International Energy Conservation Code (IECC).

Developed by the U.S. Green Building Council (USGBC), Leadership in Energy and Environmental Design (LEED) is a third party certification program and the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. The new District Courthouse design,

construction, and operation are expected to achieve LEED Gold Certification (the second highest certification). Because design, construction, and operational plans for the new courthouse will be consistent with prevailing energy conservation and efficiency standards, energy efficiency is not considered to be an issue for this proposal and has therefore been eliminated from detailed study.

### **1.3.3.3 Vegetation and Wildlife**

Biological resources play an integral role in the natural environment. The CEQ (1993) recognizes that biological resources, and from them biodiversity, are “...not a series of unconnected elements, and that the richness of the mix of elements and the connections between those elements are what sustains the system as a whole.” The Endangered Species Act (ESA) of 1973 (PL 93-205), as amended, was enacted to provide a program of preservation for endangered and/or threatened species and to provide protection for ecosystems upon which these species depend for their survival. The U.S. Fish and Wildlife Service (USFWS) is responsible for implementing the ESA within the U.S. and its territories. The USFWS and the IDNR maintain protected species lists for species that occur or could potentially occur within the state of Iowa and Polk County. All of the sites under consideration are either highly developed or have been highly disturbed by previous development activities. As a result, there is no habitat for protected species present at any of the sites and, therefore, this issue has been eliminated from detailed study.

### **1.3.3.4 Topography and Soils**

Given the highly disturbed and/or previously developed nature of the sites currently under consideration for the new Courthouse and the highly urbanized/developed nature of the immediate surrounding areas, there is little probability that any original soil characteristics remain. The disturbed nature of the soils and the urban environment preclude designation of any prime farmland soils within the project area. Ground-disturbing activities would not be occurring on soils that would qualify under the Federal Register definition of prime farmlands, and therefore no adverse impacts would be anticipated. However, past or current uses at several of the sites could have resulted in localized soil contamination. Additionally, several of the sites could require substantial fill to mitigate floodplain concerns. These potential issues are addressed in this EA as part of the Hazardous Materials, Waste, and/or Site Contamination and the Surface Waters, Groundwater, and Floodplains discussions.

### **1.3.3.5 Asbestos**

The USEPA and the Occupational Safety and Health Administration (OSHA) regulate ACM and ACM abatement. The IDNR is responsible for implementing those portions of the CAA that protect the outside air from asbestos during facility renovation and demolition. However, indoor air and asbestos worker protection are regulated by OSHA. Emissions of asbestos fibers into the ambient air are regulated in accordance with Section 112 of the CAA, which established the National Emissions Standards for Hazardous Air Pollutants (NESHAP). The NESHAP addresses the demolition or renovation of buildings containing ACM. TSCA Title II provides statutory framework for “Asbestos Hazard Emergency Response,” which applies only to schools. The current GSA practice is to manage or abate ACM in active facilities and abate ACM per regulatory requirements prior to facility demolition. Abatement of ACMs occurs when there is a potential for asbestos fiber releases that would affect the environment or human health. One or more of the sites under consideration for the new District Courthouse was built prior to the ban on ACM in construction material (banned in 1989). This potential issue is addressed in this EA as part of the Hazardous Materials, Waste, and/or Site Contamination discussion.

### **1.3.3.6 Lead-Based Paint**

Lead is a heavy, ductile metal that is commonly found in organic compounds, oxides, and salts, or as metal. Human exposure to lead has been determined to be an adverse health risk by agencies such as OSHA and the USEPA. Sources of exposures to lead are through paint, dust, and soil. Blood lead levels in excess of 30

micrograms per deciliter are of concern in adults and can cause various ailments. Waste containing levels of lead exceeding the total threshold limit concentration of 1,300 milligrams per kilogram (mg/kg) or the soluble threshold limit concentration of 5.0 milligrams per liter (mg/L) are defined as hazardous under 40 CFR §261 and applicable state regulations. If a waste is classified as hazardous, disposal must take place in accordance with USEPA and state hazardous waste rules. OSHA has established a general industry airborne permissible exposure limit (PEL) standard of 50 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) for factory workers and a more lenient 200  $\mu\text{g}/\text{m}^3$  for construction workers.

In 1973, the Consumer Product Safety Commission (CPSC) established a maximum lead content in paint of 0.5 percent by weight in a dry film of paint newly applied. In 1978, the CPSC lowered the allowable lead level in paint to 0.06 percent. In September 1989, the USEPA established a cleanup criterion for lead in soil of 500 to 1,000 parts per million total lead when the possibility of child contact exists. Currently, the USEPA has specific guidelines for the cleanup of lead in soils based on the characteristics of individual sites. The Iowa Department of Public Health (IDPH) has the authority to implement these guidelines (Iowa Administrative Code 641 [Public Health] Chapter 70 [Lead-Based Paint Activities]).

To ensure any threat to human health and the environment from LBP has been identified, the Residential Lead-Based Paint Hazard Reduction Act (Title X), effective January 1, 1995, requires that a LBP survey of high-priority facilities be conducted. High priority facilities consist of facilities or portions of facilities frequented by children under the age of seven, including military family housing, transient lodging facilities, day care centers, elementary schools, and playgrounds. The TSCA Title IV, "Lead Exposure Reduction," directs Federal agencies to "conduct a comprehensive program to promote safe, effective, and affordable monitoring, detection, and abatement of lead-based paint and other lead exposure hazards." Further, any Federal agency having jurisdiction over a property or facility must comply with all Federal, state, interstate, and local requirements concerning LBP. One or more of the sites under consideration for the new District Courthouse was built prior to the ban on LBP in construction material (banned in 1978). This potential issue is addressed in this EA as part of the Hazardous Materials, Waste, and/or Site Contamination discussion.

## **1.4 DOCUMENT ORGANIZATION**

This document follows the format established in the CEQ regulations (40 CFR §1500-1508) and consists of the following sections:

**Section 1.0 – Purpose and Need:** presents a brief description of the proposed action and the purpose and need for the action, as well as the scope of the EA, background and other relevant documentation, issues studied in detail, issues eliminated from detailed study, and the document organization.

**Section 2.0 – Proposed Action and Alternatives:** presents the alternatives developed by GSA to implement the proposed action described in Section 1.0. This section also describes the process used to objectively identify the reasonable alternatives carried forward for detailed analysis, as well as the reasoning for elimination of several alternatives. A comparative summary of the alternatives and how they do or do not meet the selection guidelines identified early in the process is also included.

**Section 3.0 – Existing Environment:** presents the existing baseline environment or present condition of the area(s) potentially affected by the alternatives identified to implement the proposed action. Each environmental resource potentially impacted by the implementation of the proposed action is discussed.

**Section 4.0 – Environmental Consequences:** provides the scientific and/or analytical basis for comparing the alternatives and describes the probable consequences of each alternative on relevant environmental resources.

**Section 5.0 – Public Involvement:** provides a description of the public involvement strategies employed by GSA consistent with prevailing guidance. Additionally, when appropriate, copies of the Notice of Availability, affidavit of publication, as well as copies of any comments received (and responses) are included in this Section.

**Section 6.0 – List of Preparers:** provides a list of the document preparers and contributors.

**Section 7.0 – References:** provides a list of references used in the preparation of this EA.

**Section 8.0 – Acronyms and Abbreviations:** provides a list of applicable acronyms and abbreviations used throughout the text.

## **SECTION 2.0 PROPOSED ACTION AND ALTERNATIVES**

This section of the EA describes the alternatives developed by GSA to implement the proposed action described in Section 1.0. This section also describes the process used to objectively identify the reasonable alternatives carried forward for detailed analysis, as well as the reasoning for elimination of several alternatives. A comparative summary of the alternatives and how they do or do not meet the selection guidelines identified early in the process is also included.

### **2.1 ALTERNATIVES EVALUATION PROCESS**

The purpose and need for the proposed action has been examined and documented in Section 1.2. The following analysis of alternatives was conducted as part of the planning process in an effort to determine which alternative(s) best satisfies the purpose and need statement. Alternatives that did not fully satisfy the purpose and need were not carried forward for detailed analysis in this EA.

The alternatives evaluation utilized a two-tiered evaluation formulated to concentrate on the purpose and need for the proposed action – to meet the short-term occupancy needs and the long-term design needs of the U.S. Court, Southern District of Iowa, in Des Moines, Polk County, Iowa. As the alternative evaluation proceeded through each tier, the alternatives that did not satisfy all of the criteria were eliminated from further consideration. Those alternatives that did fully satisfy the criteria continued to be subject to the next set of tier criteria. The following briefly describes the specific evaluation criteria used at each of the two tiers.

- Tier 1 evaluated whether or not the various alternatives would fully meet the purpose and need selection guidelines (see Section 1.2).
- Tier 2 evaluated whether or not the various alternatives would result in adverse environmental impacts.

### **2.2 ALTERNATIVES CONSIDERED**

As part of the on-going planning for the needs of the U.S. Court, Southern District of Iowa, a multitude of options have been considered by the GSA. These alternatives can be grouped into four categories and are discussed in more detail in the following sections:

- Renovation of the Existing Facility
- Renovation and Use of Another Federal Facility/Structure
- Lease space
- New Construction

### **2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY**

#### **2.3.1 Renovation of the Existing Facility**

Under this alternative, the GSA would renovate the existing federal courthouse and/or the existing leased federal courthouse annex located in downtown Des Moines in an effort to meet the projected needs of the U.S. Court, Southern District of Iowa in Des Moines. This alternative was not considered feasible because renovation of the existing courthouse/courthouse annex would not provide the space necessary to satisfy the short- and long-term occupancy needs of the U.S. Court, Southern District of Iowa (see Section 1.2). Court functions and operations would also remain separated in the two existing facilities. Additionally, based on a net present value (NPV) analysis conducted for this alternative, renovation proved to be cost prohibitive and would result in a disruption of court operations and services, which would negatively impact the overall court



system and community. The existing facilities would also likely need to be vacated to allow for renovations, further impacting the court system and community. The existing federal courthouse is listed on the NRHP and any renovations would have to be done in compliance with the prevailing Building Preservation Plan (BPP). Adherence to the BPP would not allow for full compliance with current U.S. Courts and GSA building codes and design standards. As a result of these issues, this alternative was eliminated from further consideration.

### **2.3.2 Renovation and Use of Another Federal Facility/Structure**

Under this alternative, the GSA would locate another existing Federal facility/structure and renovate it in an effort to meet the projected needs of the U.S. Court, Southern District of Iowa in Des Moines. This alternative was not considered feasible because there is not enough vacant space in other federal facilities in the Des Moines CBD. The little space that is available is not suitable for a Federal Courthouse. As a result, this alternative was eliminated from further consideration.

### **2.3.3 Lease Space**

Under this alternative, the GSA would lease space in an effort to meet the projected needs of the U.S. Court, Southern District of Iowa in Des Moines. This alternative was not considered feasible because according to the NPV analysis completed for this option, the long-term costs associated with a leased facility are substantially higher than those associated with a building owned by the GSA. It was also concluded that this alternative would likely result in security issues that could not be adequately addressed. As a result, this alternative was eliminated from further consideration.

## **2.4 ALTERNATIVES CARRIED FORWARD FOR DETAILED STUDY – NEW CONSTRUCTION**

Under this alternative, the GSA would construct a new facility in an effort to meet the projected needs of the U.S. Court, Southern District of Iowa in Des Moines. As part of the planning process, a REOI was released in July 2016 to gather information on potential locations. Three responses were received based on the REOI. GSA also conducted market research in an attempt to identify additional, unoffered sites that appeared to meet the site selection criteria for this project. As a result, one additional site was added to the pool of sites under consideration. Following an initial evaluation, all four sites were advanced for further consideration and analysis. The general location of each site is shown in Figure 2-1. The sites are discussed in more detail in the following sections. The sites include the:

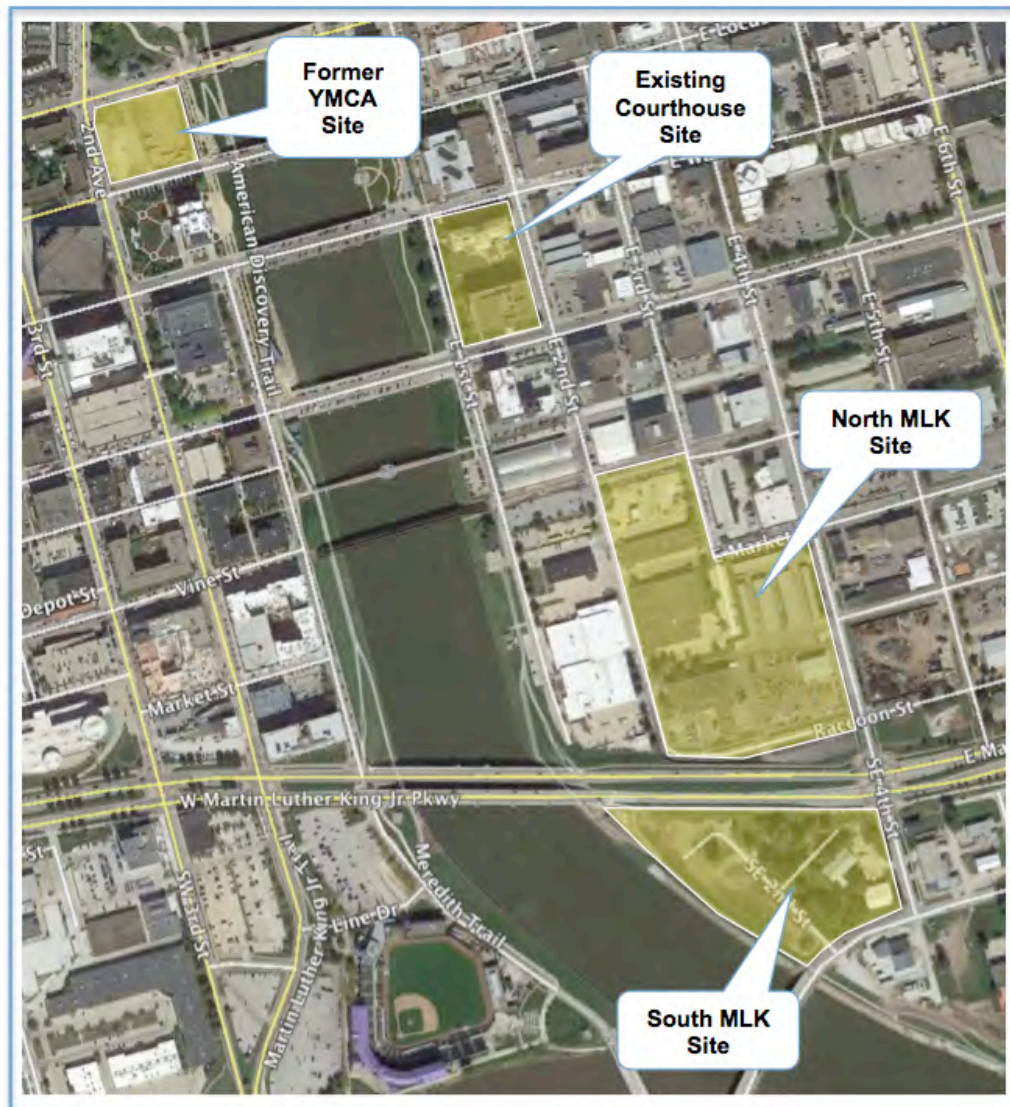
- Existing Federal Building Courthouse/Annex Site (Existing Courthouse Site)
- Former Young Men's Christian Association (YMCA) Site (Former YMCA Site)
- Martin Luther King Jr. Parkway North Site (North MLK Site)
- Martin Luther King Jr. Parkway South Site (South MLK Site)

All four sites were considered to partially or fully satisfy all of the Tier 1 guidelines and have therefore been carried forward for detailed analysis in this EA. The No Action alternative does not satisfy the Tier 1 guidelines; however, pursuant to NEPA, the No Action alternative has been carried forward as the baseline to which potential impacts of the action alternatives can be measured.

### **2.4.1 No Action Alternative**

Under the no action alternative, court activities would remain at the existing Courthouse and leased Courthouse Annex in Des Moines. This alternative would not satisfy all the Tier 1 guidelines. More specifically, this alternative would not:

- (1) Provide a space/facility solution within the Des Moines CBD that provides a positive influence on local development/redevelopment.
- (2) Provide a space/facility that meets the needs of the U.S. Court, Southern District of Iowa and the community.
- (3) Provide a space/facility that satisfies the necessary design criteria.
- (4) Provide a space/facility that allows for increased efficiency between courts and court-related functions.
- (5) Provide a space/facility that is located outside the 100-year floodplain and the 500-year floodplain, unless no practicable alternatives exist. The site is outside the 100-year floodplain, but currently within the 500-year floodplain.



**Figure 2-1. Location of the Four Sites Carried Forward for Detailed Study.**

#### **2.4.2 Construction of a New Addition at the Existing Courthouse Site**

Under this alternative, the GSA would construct a new addition at the existing Federal Courthouse and leased Courthouse Annex located at the northeast corner of East 1<sup>st</sup> Street and East Court Avenue in the Des Moines

CBD. The overall property is approximately 2.75 acres in size. The site is currently occupied by two buildings – the existing Federal Courthouse (approximately 81,000 sf), the existing Federal Courthouse Annex (approximately 110,000 sf), parking, and associated sidewalk accesses, landscaping, etc. The existing Federal Courthouse is listed on the NRHP and is a contributing building to the Civic Center Historic District. As such, the existing Courthouse would remain as part of the addition. At this time it is not known whether or not the Courthouse Annex would remain or if the building would be razed as part of the new addition. The overall site is shown below in Figure 2-2.

This alternative fully or partially satisfies five of the nine Tier 1 criteria and was therefore carried forward for detailed study in this EA. More specifically, this alternative would:

- (1) Provide a space/facility solution within the Des Moines CBD that provides a positive influence on local development/redevelopment.
- (2) Provide a space/facility that is located outside the 100-year floodplain and the 500-year floodplain, unless no practicable alternatives exist. The site is outside the 100-year floodplain, but currently within the 500-year floodplain.
- (3) Provide a space/facility that allows for increased efficiency between courts and court-related functions.
- (4) Provide a space/facility in close proximity to local amenities and access to available parking and public transportation.
- (5) Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment.

#### **2.4.2.1 General Site and Facility Design**

Design of the new Courthouse has not yet begun, and is currently expected to be completed in the spring of 2019 with construction beginning that same year. However, preliminary design shows the addition would be a planned 3 stories in height, approximately 70,000 gross sf in size, and would include underground parking. Development of the addition would also include all necessary exterior support/ancillary infrastructure (e.g., drives, walkways, signage, parking, fencing, security features, landscaping, etc.). Forty-two (42) below ground, secured parking spaces would be provided as part of the addition. On-site employee and visitor/patron parking would not be included and would be available through use of nearby City-owned and privately owned parking lots as well as at nearby on street metered locations. Due to security requirements, no on-street metered parking would be provided immediately adjacent to the facility.

The site is outside the 100-year floodplain but within the 500-year floodplain. Under this alternative, the existing historic Federal Courthouse would remain at the elevation it is currently constructed (approximately 8 feet below the 500-year flood line). If not razed as part of the new addition, the Federal Courthouse Annex would also remain at its current elevation. As mentioned earlier in Section 1.2, the U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse operations in Des Moines as a “Critical Action Category IV Facility.” A Critical Action is an action for which even a slight chance of flooding is too great. As part of building/site design, GSA would look into ways to mitigate the 500-year floodplain issue. Should the limited size of the site or other site constraints not allow for such measures to be implemented in a manner that is not overly burdensome from a cost standpoint or that would likely result in ineffective/inefficient future Court operations, the GSA would work with the City and other state and Federal agencies in an effort to implement off-site mitigation measures (e.g., construction of a floodwall) that would ensure the new addition is constructed and eventually operated out of the 500-year flood zone. Additional environmental review would be conducted as warranted.

The new facility would be designed in accordance with the USCDG, PBS P100 and other pertinent Federal design guidance documents to the greatest extent possible. Design of the facility would also satisfy the



provisions of the ABA, Uniform Federal Accessibility Standards, fire safety standards, and the GSA's energy conservation requirements (PBS P100). The building design, construction, and operation plans would



**Figure 2-2. Location of the Existing Courthouse Site.**

achieve LEED Gold Certification (the second highest certification). GSA would coordinate with the City in an effort to make the design of the new facility as consistent as feasible with prevailing community development standards, codes, and/or zoning ordinances (including the Downtown Overlay District and the prevailing Capitol View Dominance District and associated Capitol View Corridors) so that the overall look and “feel” of the structure would complement the area. Site layout and design would also be coordinated with the Iowa SHPO to ensure no adverse effects to the existing NRHP-listed Federal Courthouse structure (and contributing building to the existing Civic Center Historic District), any nearby listed or eligible buildings, or the overall Historic District as a whole. Additionally, should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise.

As stated, design of the building/site would be consistent with prevailing Federal energy efficiency guidelines and regulations, including Section 438 of the EISA of 2007 (Stormwater Runoff Requirements for Federal Development Projects) which requires the sponsor of any development or redevelopment project involving a

Federal facility with a footprint that exceeds 5,000 square feet to use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow. In an effort to minimize any potential impacts to the local street network and/or traffic in the area, development of the site would be done in coordination with the City of Des Moines, Engineering Department, Traffic & Transportation Division, and in compliance (where feasible) with its prevailing Traffic Analysis Policy.

#### **2.4.2.2 Site Acquisition**

The GSA owns the property where the existing Federal Courthouse currently sits. The leased Federal Courthouse Annex property is owned by a private developer, Des Moines Federal Courthouse, L.C. Under this alternative, the Annex property would be purchased from the owner.

#### **2.4.2.3 Construction**

It is anticipated that construction activities would occur in multiple phases beginning spring 2019 with all activities being completed in no more than 36 months. It has been estimated that equipment operation would be approximately half that time (12 to 18 months). Prior to construction activities, and in accordance with the NPDES, the IDNR, and City requirements (construction sites greater than 5 acres [Phase I] and between 1 and 5 acres [Phase II]), a Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented for construction activities. A notice of intent (NOI) would be filed with the IDNR at least 48 hours in advance of construction activities. The SWPPP would be maintained on site and would provide measures to eliminate or reduce any potential impacts to surface water quality in the project area (i.e., implementation of best management practices [BMPs]).

A Phase I Environmental Site Assessment (ESA) conducted in March 2017 resulted in the identification of several recognized environmental conditions (RECs) in association with the property and further research and/or investigations were recommended. As a result, prior to any ground-disturbing or construction/renovation activities, further research and/or subsurface soil and/or groundwater investigations would be conducted in an effort to satisfy the Phase I ESA recommendations. Remedial activities would be implemented as warranted. It was also determined that ACMs and LBP are present within the historic Federal Courthouse building and management plans have been developed and implemented in accordance with prevailing regulations and guidance (reports on file with the GSA). As a result, prior to any construction or remodeling activities associated with the building, appropriate remedial activities would be developed and implemented as warranted.

There is potential for archaeological resources at the site. As such:

- Prior to any ground disturbing activities, detailed archaeological investigations would be conducted and the results coordinated with the Iowa SHPO to ensure no adverse effects should *significant* resources be discovered.
- Site layout and building design would be coordinated with the Iowa SHPO to ensure no adverse effects to nearby listed or eligible historic structures. Should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise.

Additionally, in compliance with City of Des Moines requirements, a 24-hour spill response program conducted in conjunction with the Des Moines Fire Department would be implemented (as necessary). All nearby and/or adjacent businesses, residents, etc. would be notified of the planned construction (anticipated days, hours of operation, road closures, detours, utility disruptions, etc.). The contractor would ensure site safety and security by the installation/placement of temporary fencing around all work sites. The fencing



would remain in place until construction is completed. All construction staging including materials storage/stockpiling and equipment storage would be within the fenced areas. All construction staging (including any required temporary equipment and materials storage) would be on site. Should the size of the site or other limiting factors not allow for adequate staging at the site, the contractor would acquire use of nearby publicly or privately owned land/property (e.g., vacant lots, etc.) for staging/storage activities. Any nearby off-site staging areas would also be adequately fenced and secured. Additional environmental investigations would be conducted as necessary.

Construction activities would likely result in the temporary closure of pedestrian sidewalks immediately adjacent to the site (no temporary closures of the nearby Riverwalk would be anticipated). As such, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations made where feasible. Construction activities (including equipment and materials delivery) could also result in some temporary, adjacent street lane closures/re-routes during certain phases of construction. Construction activities could also coincide or overlap slightly with planned bridge replacement/rehabilitation projects in the area. This could affect local vehicle and bus traffic (routes and bus stops if present). As a result, prior to beginning construction, coordination would be conducted with the City and the Des Moines Area Regional Transit Authority (DART) with regards to planned construction scheduling, phasing, etc. Any required temporary closures or re-routes would be conducted in accordance with prevailing City traffic and safety regulations, signage, and permit requirements. Additionally, certain phases of the construction activities could result in the temporary interruption to one or more utility services in the area (due to potential relocations, hook-ups, etc.). Prior to any activities that could temporarily affect local utilities, coordination would be conducted with the utility provider in an effort to minimize any potential disruptions of service.

Construction activities would typically occur 10 work-hours per day (7:00 a.m. to 6:00 p.m., or the equivalent), six days per week (Monday through Saturday). To the extent feasible, activities would be conducted in accordance with the City of Des Moines noise ordinance (Chapter 42, Article IV – Noise Control). The contractor would request variances as necessary and/or implement other measures (sound barriers, etc.) designed to lessen off-site noise exposure. The contractor would ensure that all equipment used throughout the duration of the construction is in good repair, with appropriate exhaust/muffler systems. It is anticipated that construction activities would require anywhere from 75 to 100 workers (with an estimated 50 to 75 private vehicles traveling to and from the site daily). Due to the limited nature of available parking in the immediate area, the contractor would be required to have all worker vehicles park on-site (when feasible due to site size) or secure nearby (within walking distance), privately owned space for construction worker parking throughout the duration of construction activities. When possible, equipment, materials, and labor sources would be from local sources and all would travel to and from the construction site via existing roadways. The following equipment (or similar in quantities and/or sizes) would likely be utilized for construction. More than one of each type of equipment may be utilized:

- 2 Project/Construction Trailers (duration of construction)
- 50 to 75 Private Vehicles (450 round trips per vehicle)
- 18-Wheel Flat Bed for Equipment and/or Materials Delivery (100 round trips)
- 18-Wheel Covered Cargo/Box for Equipment and/or Materials Delivery (100 round trips)
- Mid-Sized Delivery Trucks (200 round trips)
- Large Wheeled Fork Lift (30 days)
- Small Fork Lift (30 days)
- Inspectors, Utility, and Other Pick-Up or Equivalent Trucks (100 round trips)
- Mid-Sized Drilling Rig (15 days)
- Large Drilling Rig (15 days)
- Scraper (30 days)
- Water Truck (90 days)
- Backhoe (90 days)
- Medium Track Excavator (120 days)

- Medium Wheel Loader (120 days)
- Medium Dozer (90 days)
- Medium Roller/Soil Compactor (30 days)
- Medium Pavement Sweeper (30 days)
- Wheeled/Tracked Drop Hammer (30 days)
- 18-Wheel Open Bed Material Hauler (30 round trips)
- Mid-Sized Open Bed Material Hauler (30 round trips)
- Hydraulic Truck Crane (180 days)
- Concrete Pumping Truck (60 days)
- Concrete Mixing Truck (60 days)
- 2- or 4-Person Bucket Truck/Lift (120 days)
- Welding Equipment, Generators, Miscellaneous Power/Pneumatic Tools, Cutters, etc. (duration of construction)

The contractor, in accordance with all applicable laws and regulations, would conduct all substantial equipment maintenance at an off-site location. On-site equipment repairs (within the established storage or staging area) would be limited to routine daily maintenance and repairs. Any generated wastes would be recycled or disposed of according to all applicable regulations. Although equipment would generally not be utilized consistently over the entire project duration (i.e., all equipment running all the time), for analysis purposes, it is assumed that the equipment would be operated approximately 10 hours a day and six days a week over the duration of the project (36 months). The contractor would comply with all applicable Federal, state, and/or local air pollution control requirements, including using water or other chemicals (applied daily or as needed to exposed soils, stockpiles, etc.) and covering all open-bodied haul trucks to control dust. All construction debris would be recycled or disposed of at an approved landfill in accordance with all applicable Federal, state, and local laws and regulations. Similarly, any hazardous wastes generated during the construction or resulting from construction/demolition activities (including oils, lubricants, fuels, solvents, asbestos, lead-based paint, Polychlorinated Biphenyl [PCB] containing materials, mercury, etc.) would be disposed of in accordance with all Federal, state, and local regulations. The contractor would be required to adhere to all Federal guidelines pertaining to solid waste disposal. Should safety or security issues arise, they would be addressed immediately with local GSA officials or other designated on-site personnel. The contractor would adhere to all Federal, state, and local laws and regulations to ensure the safety of all on-site personnel and to protect the welfare of others (including adjacent property, infrastructure, etc.) in the vicinity of the construction activities.

#### **2.4.2.4 Operations**

Operation of the new facility would not differ substantially from activities currently conducted at the existing Federal Courthouse and leased Courthouse Annex, however, operations would be much more efficient. With the exception of the U.S. Attorney's Office (USAO), all court employees currently working at the existing Federal Courthouse and Courthouse Annex would remain at the new facility (currently approximately 195 people). GSA would secure new leased space for the USAO personnel and operations (53 people). In accordance with overall project planning and past coordination with the USAO, the USAO leased space would be within a four block walking distance from the Courthouse. That general radius is shown in Figure 2-3. The 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame, for a total of approximately 212 personnel at this new location. For the purposes of this analysis, it is assumed that approximately 250 government and employee private vehicles would be in the immediate area on a daily basis. It is also assumed based on data received from the courts that as many as 50 patrons/visitors (with the same number of vehicles) could be in the immediate area on a daily basis. Approximately once every month for naturalization ceremonies, the number of patrons/visitors is estimated to be 225. These numbers do not represent an increase from existing operations.







**Figure 2-4. Location of the Former YMCA Site.**

This alternative fully or partially satisfies all nine of the Tier 1 criteria and was therefore carried forward for detailed study in this EA. More specifically, this alternative would:

- (1) Provide a space/facility solution within the Des Moines CBD that provides a positive influence on local development/redevelopment.
- (2) Provide a space/facility that meets the needs of the U.S. Court, Southern District of Iowa and the community.
- (3) Provide a space/facility that satisfies the necessary design criteria.
- (4) Provide a space/facility that is located outside the 100-year floodplain and the 500-year floodplain, unless no practicable alternatives exist. The site is outside both the 100- and 500-year floodplains.
- (5) Provide a space/facility that allows for increased efficiency between courts and court-related functions.
- (6) Provide the required space/facility, while minimizing disruption of current Judiciary activities.
- (7) Provide a space/facility in close proximity to local amenities and access to available parking and public transportation.
- (8) Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment.

- (9) Provide a space/facility that provides for reasonable acquisition, development, and future operational costs.

#### **2.4.3.1 General Site and Facility Design**

As with the previous alternative, design of the new Courthouse has not yet begun, and is currently expected to be completed in the spring of 2019 with construction beginning later that same year. However, preliminary design shows the building would be a planned 9 stories in height, approximately 230,000 gross sf in size, and would include underground parking. Design would also include all necessary exterior support/ancillary infrastructure (e.g., drives, walkways, signage, parking, fencing, security features, landscaping, etc.). Forty-two (42) below surface, secured parking spaces would be provided. On-site employee and visitor/patron parking would not be included and would be available through use of nearby City-owned and privately owned parking lots as well as at nearby on street metered locations. Due to security requirements, no on-street metered parking would be provided immediately adjacent to the facility. All other site and facility design details would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.1).

#### **2.4.3.2 Site Acquisition and Disposal**

The Former YMCA Site is comprised of two parcels, both owned by Hubbell Terminal Corporation. As part of implementing this alternative, the GSA would acquire the site/property from Hubbell Terminal Corporation. Once the new Courthouse was fully operational, the GSA may dispose of the existing Courthouse building and property for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa State Historic Preservation Officer [SHPO]). This would be a separate Section 106 action.

#### **2.4.3.3 Construction**

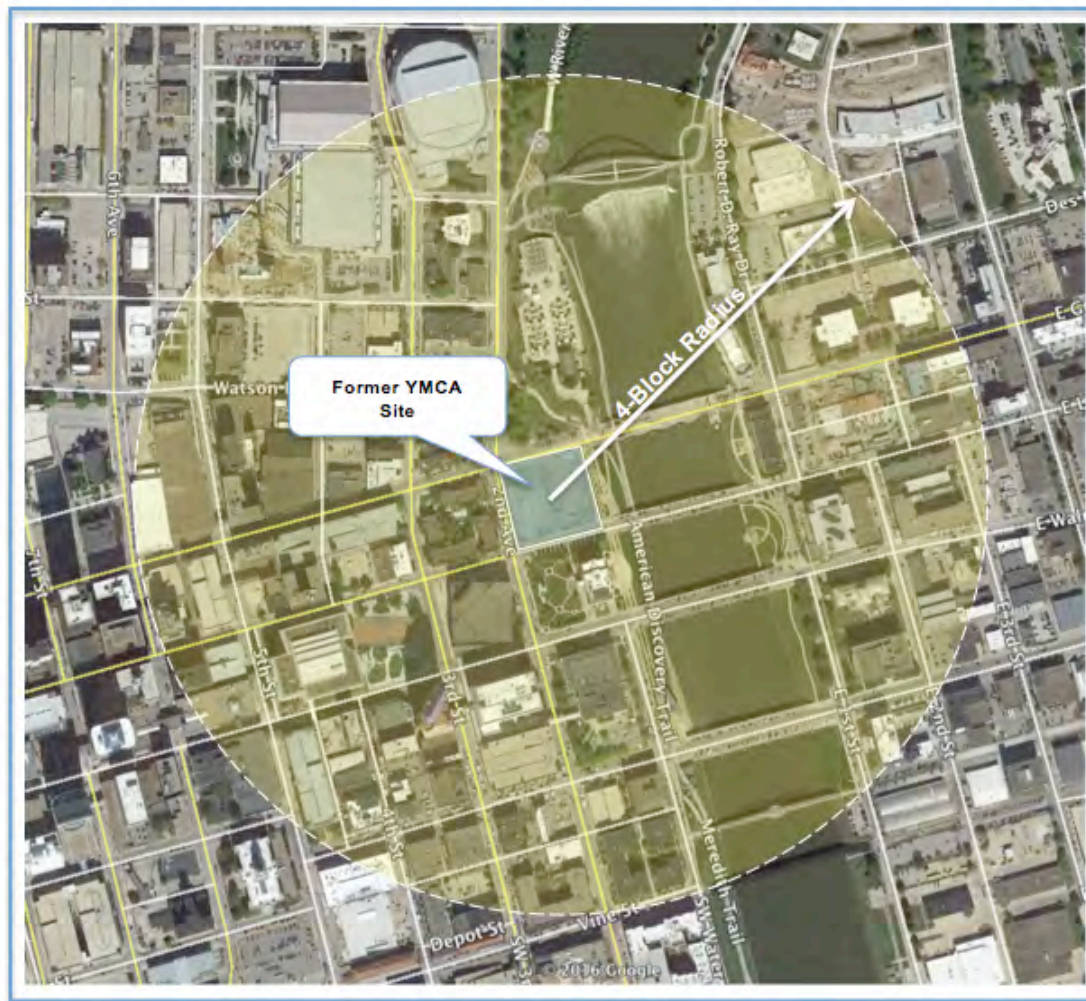
Construction details for this alternative would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.3) with the exception of the following:

- There are no RECs associated with this site that would require further research/investigations and/or potential remediation. There are no buildings present at the site. As such, the need for further investigations with regards to potential ACMs and LBP would not be necessary.
- Construction at this site could impact the storm sewer line that bisects the site. This sewer line, the Bird's Run Creek/Sewer, is also potentially eligible for inclusion in the NRHP. As such, any potential actions that could affect the sewer line would be coordinated with the Iowa SHPO. As part of building design and/or site layout, GSA would take into consideration the location of this sewer line and if feasible, design or engineer the building "around" the sewer line. Should building design and/or site layout not alleviate the potential of impacting the storm sewer line, prior to construction activities, coordination would be conducted with the utility provider in an effort to minimize any disruption of service as a result of the need to relocate or bridge the sewer line.
- There is the potential for archaeological resources at the site. As such, prior to any ground-disturbing activities, detailed archaeological investigations would be conducted and the results coordinated with the Iowa SHPO to ensure no adverse effects should resources be discovered.
- Site layout and building design would be coordinated with the Iowa SHPO to ensure no adverse effects to nearby listed or eligible historic structures. Should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case significant unexpected cultural resources were to be unearthed or other issues were to arise.



#### 2.4.3.4 Operations

Operational details for this alternative would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.4). As with the previous alternative, GSA would secure new leased space for the USAO personnel and operations (53 people). In accordance with overall project planning and past coordination with the USAO, the USAO leased space would be within a four block walking distance from the new Courthouse. That general radius is shown in Figure 2-5.



**Figure 2-5. General Four Block Walking Radius from the Former YMCA Site.**

#### 2.4.4 Construction of a New Courthouse at the North MLK Site

Under this alternative, a new Federal Courthouse would be constructed at the North MLK Site. As currently defined, the North MLK Site is approximately 12 acres in size and is located on the north side of East MLK Jr. Parkway, between the East 2<sup>nd</sup> Street and Southeast 4<sup>th</sup> Street. The site includes multiple parcels of land (with multiple ownerships) as well as City streets. (Figure 2-6).

This alternative fully or partially satisfies seven of the nine Tier 1 criteria and was therefore carried forward for detailed study in this EA. More specifically, this alternative would:

- (1) Provide a space/facility solution within the Des Moines CBD that provides a positive influence on local development/redevelopment.
- (2) Provide a space/facility that meets the needs of the U.S. Court, Southern District of Iowa and the community.
- (3) Provide a space/facility that satisfies the necessary design criteria.
- (4) Provide a space/facility that is located outside the 100-year floodplain and the 500-year floodplain, unless no practicable alternatives exist. The site is outside the 100-year floodplain but within the 500-year floodplain.
- (5) Provide a space/facility that allows for increased efficiency between courts and court-related functions.
- (6) Provide the required space/facility, while minimizing disruption of current Judiciary activities.
- (7) Provide a space/facility that provides for reasonable acquisition, development, and future operational costs.



**Figure 2-6. Location of the North MLK Site.**

#### **2.4.4.1 General Site and Facility Design**

As with the previous alternatives, design of the new Courthouse has not yet begun, and is currently expected to be completed in the spring of 2019 with construction beginning later that same year. However, preliminary design shows the building would be a planned 4 stories in height, approximately 230,000 gross sf in size, and would include underground parking. Design would also include all necessary exterior support/ancillary infrastructure (e.g., drives, walkways, signage, parking, fencing, security features, landscaping, etc.). Forty-two (42) below surface, secured parking spaces would be provided. On-site employee and visitor/patron parking would not be included and there are very limited parking resources in the immediate area. As such, GSA would work with the City and/or other private landowners in an effort to identify/develop potential off- and/or on-street metered parking opportunities in the vicinity of the new

Due to security requirements, no on-street metered parking would be provided immediately adjacent to the facility.

The North MLK Site is outside the 100-year floodplain but within the 500-year floodplain. The overall site is approximately 6 feet below the 500-year flood line. The U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse operations in Des Moines as a “Critical Action Category IV Facility.” A Critical Action is an action for which even a slight chance of flooding is too great. As part of building/site design, GSA would look into ways to mitigate the 500-year floodplain issue. This would likely take the form of raising the finished floor elevation through architectural design and/or raising the elevation of the overall site by bringing in fill dirt. Early estimates indicate that approximately 36,590 cubic yards (yd<sup>3</sup>) of fill would be required to bring the finished floor elevation out of the 500-year flood zone. Should site constraints or other limiting factors not allow for such measures to be implemented in a manner that is not overly burdensome from a cost standpoint or that would likely result in ineffective/inefficient future Court operations, the GSA would work with the City and other state and Federal agencies in an effort to implement off-site mitigation measures (e.g., construction of a floodwall) that would ensure the new Courthouse is constructed and eventually operated out of the 500-year flood zone. Additional environmental review would be conducted as warranted. All other site and facility design details would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.1).

#### **2.4.4.2 Site Acquisition and Disposal**

As mentioned earlier, the site is comprised of multiple parcels of land and includes several City streets. The parcels are owned by the City of Des Moines and MidAmerican Energy (see Figure 2-6). As planning progresses, the GSA and Courthouse Design Team would do a thorough analysis of all the parcels that currently comprise the site to determine which parcels would be the best fit for the Courthouse (i.e., site flexibility), taking into consideration aesthetics, vehicular access and flow, and overall safety and security. Once this is determined, the GSA would acquire the appropriate parcels from the City of Des Moines and/or MidAmerican Energy. Depending on the parcels chosen, there would likely be a need for one or more street closures in the area. That could include all, or a portion of:

- East Market Street
- Raccoon Street
- Southeast 2<sup>nd</sup> Street
- Southeast 3<sup>rd</sup> Street

As part of the overall site acquisition process, determination would be made as to which party would be responsible for demolition of existing buildings and roads and what state or condition the properties would be in upon acquisition. The potential for relocations would also be addressed as part of the overall acquisition process. Once the new Courthouse was fully operational, the GSA may dispose of the existing Courthouse building and property for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa SHPO). This would be a separate Section 106 action.



There is an approximate 7.5-acre institutionally controlled portion of the existing MidAmerican Energy property. This would be immediately to the west of the North MLK Site (see Figure 2-6). Due to historic contamination at the site, MidAmerican must retain this portion of its current property. Details regarding the historic site contamination are provided later in Section 3.1.3. As part of GSA's development at this site, MidAmerican Energy has committed to demolish the buildings and associated infrastructure within the institutionally controlled area and convert/maintain the area as a greenbelt or open space.

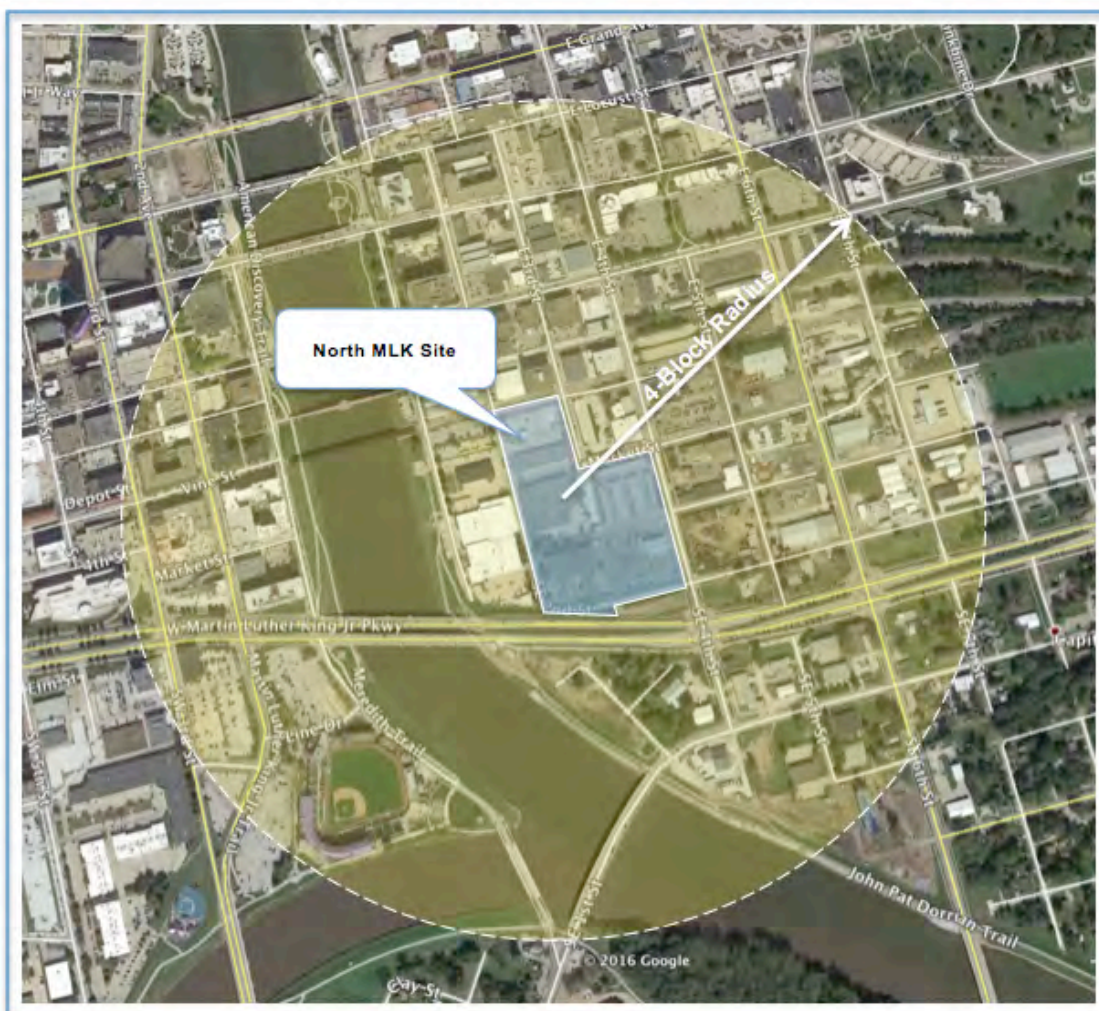
#### **2.4.4.3 Construction**

Construction details for this alternative would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.3) with the exception of the following:

- A Phase I ESA conducted in March 2017 resulted in the identification of several RECs in association with the property and further research and/or investigations were recommended. As a result, prior to any ground-disturbing or demolition/construction activities, further research and/or subsurface soil and/or groundwater investigations would be conducted in an effort to satisfy the Phase I ESA recommendations. Remedial activities would be implemented as warranted. It was also determined that ACMs are present within the four MidAmerican Energy buildings at the site and management plans have been developed and implemented to manage the ACM in place. As a result of the known presence of ACM at the MidAmerican buildings, prior to any demolition or construction activities associated with the buildings, appropriate remedial activities would be developed and implemented. Prior to demolition and/or construction activities associated with this site, remedial activities would be implemented as warranted to ensure no significant impacts as a result of any existing ACMs and LBP.
- Construction at this site could impact a storm sewer line and water line that bisect the site. As part of building design and/or site layout, GSA would take into consideration the location of these lines and if feasible, design or engineer the building "around" the lines. Should building design and/or site layout not alleviate the potential of impacting the lines, prior to construction activities, coordination would be conducted with the utility provider in an effort to minimize any disruption of service as a result of the need to relocate or bridge the water and/or storm sewer lines.
- Construction activities could also result in the need to abandon a portion of the East Elm Street rail line that crosses the site. As such, prior to any activities that could affect this rail line, the GSA would coordinate with the Iowa DOT in an effort to ensure no disruption to service.
- There is potential for archaeological resources at the site. As such, prior to any ground disturbing activities, detailed archaeological investigations would be conducted and the results coordinated with the Iowa SHPO to ensure no adverse effects should *significant* resources be discovered.
- Site layout and building design would be coordinated with the Iowa SHPO to ensure no adverse effects to nearby listed or eligible historic structures. Should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise.

#### **2.4.4.4 Operations**

Operational details for this alternative would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.4). As with the previous alternative, GSA would secure new leased space for the USAO personnel and operations (53 people). In accordance with overall project planning and past coordination with the USAO, the USAO leased space would be within a four block walking distance from the new Courthouse. That general radius is shown in Figure 2-7.



**Figure 2-7. General Four Block Walking Radius from the North MLK Site.**

### **2.4.5 Construction of a New Courthouse at the South MLK Site**

Under this alternative, a new Federal Courthouse would be constructed at the South MLK Site. The South MLK Site is approximately 5 acres in size and is located on the south side of East MLK Jr. Parkway, just east of the Des Moines River (Figure 2-8).

This alternative fully or partially satisfies eight of the nine Tier 1 criteria and was therefore carried forward for detailed study in this EA. More specifically, this alternative would:

- (1) Provide a space/facility solution within the Des Moines CBD that provides a positive influence on local development/redevelopment.
- (2) Provide a space/facility that meets the needs of the U.S. Court, Southern District of Iowa and the community.
- (3) Provide a space/facility that satisfies the necessary design criteria.
- (4) Provide a space/facility that is located outside the 100-year floodplain and the 500-year floodplain, unless no practicable alternatives exist. The site is outside the 100-year floodplain but within the 500-year floodplain.



- (5) Provide a space/facility that allows for increased efficiency between courts and court-related functions.
- (6) Provide the required space/facility, while minimizing disruption of current Judiciary activities.
- (7) Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment.
- (8) Provide a space/facility that provides for reasonable acquisition, development, and future operational costs.



**Figure 2-8. Location of the South MLK Site.**

### **2.4.5.1 General Site and Facility Design**

As with the previous alternatives, design of the new Courthouse has not yet begun, and is currently expected to be completed in the spring of 2019 with construction beginning later that same year. However, preliminary design shows the building would be a planned 4 stories in height, approximately 230,000 gross sf in size, and would include underground parking. Design would also include all necessary exterior support/ancillary infrastructure (e.g., drives, walkways, signage, parking, fencing, security features, landscaping, etc.). Forty-two (42) below surface, secured parking spaces would be provided. On-site employee and visitor/patron parking would not be included and there are very limited parking resources in the immediate area. As such, GSA would work with the City and/or other private landowners in an effort to identify/develop potential off- and/or on-street metered parking opportunities in the vicinity of the new

Due to security requirements, no on-street metered parking would be provided immediately adjacent to the facility.

The South MLK Site is outside the 100-year floodplain but within the 500-year floodplain. The overall site is approximately 9 feet below the 500-year flood line. The U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse operations in Des Moines as a “Critical Action Category IV Facility.” A Critical Action is an action for which even a slight chance of flooding is too great. As part of building and/or site design, GSA would look into ways to mitigate the 500-year floodplain issue. This would likely take the form of raising the finished floor elevation through architectural design and/or raising the elevation of the overall site by bringing in fill dirt. Early estimates indicate that approximately 55,950 yd<sup>3</sup> of fill would be required to bring the finished floor elevation out of the 500-year flood zone. Should site constraints or other limiting factors not allow for such mitigation measures to be implemented in a manner that is not overly burdensome from a cost standpoint or that would likely result in ineffective/inefficient future Court operations, the GSA would work with the City and other state and Federal agencies in an effort to implement off-site mitigation measures (e.g., construction of a floodwall) that would ensure the new Courthouse is constructed and eventually operated out of the 500-year flood zone. Additional environmental review would be conducted as warranted. All other site and facility design details would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.1).

### **2.4.5.2 Site Acquisition and Disposal**

The South MLK Site is comprised of multiple parcels of land (including City streets) owned by the following entities/individuals:

- City of Des Moines
- One (1) private landowner
- Two Rivers Development, LC
- Des Moines Metropolitan Wastewater Reclamation Authority

As part of implementing this alternative, the GSA would acquire the site/property from each entity/individual. That would include the acquisition and closing of the portions of Southeast 2<sup>nd</sup> Street and Allen Street that traverse the site. As part of the overall site acquisition process, determination would be made as to which party would be responsible for demolition of existing buildings and roads and what state or condition the properties would be in upon acquisition. The potential for relocations would also be addressed as part of the overall acquisition process. Once the new Courthouse was fully operational, the GSA may dispose of the existing Courthouse building and property for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa SHPO). This would be a separate Section 106 action.

### **2.4.5.3 Construction**

Construction details for this alternative would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.3) with the exception of the following:

- As part of the Phase I ESA investigations, it was determined that due to the unknown age of several structures at the site, the presence of ACMs and LBP is a possibility. As a result, prior to any demolition or construction activities associated with the structures at the site, asbestos and LBP surveys would be conducted and remedial activities implemented as warranted.
- Construction activities could impact the water, sanitary sewer, and/or electrical transmission tower located along the western portion of the site. As part of building design and/or site layout, GSA would take into consideration the location of these utilities and if feasible, design or engineer the building “around” the lines/easements. Should building design and/or site layout not alleviate the potential of impacting the utilities, prior to construction activities, coordination would be conducted with the utility provider in an effort to minimize any disruption of service as a result of the need to relocate or bridge the lines.
- Construction would likely require the demolition of the unevaluated Paul J. Johnson House. Should this be necessary, coordination would be conducted with the Iowa SHPO, and prior to demolition, appropriate mitigation would be employed (e.g., documentation of the building, additional research on the neighborhood, etc.). If deemed necessary, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, building demolition, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise.
- There is potential for archaeological resources at the site. As such, prior to any ground disturbing activities, detailed archaeological investigations would be conducted and the results coordinated with the Iowa SHPO to ensure no adverse effects should *significant* resources be discovered.
- Site layout and building design would be coordinated with the Iowa SHPO to ensure no adverse effects to nearby listed or eligible historic structures. Should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise.

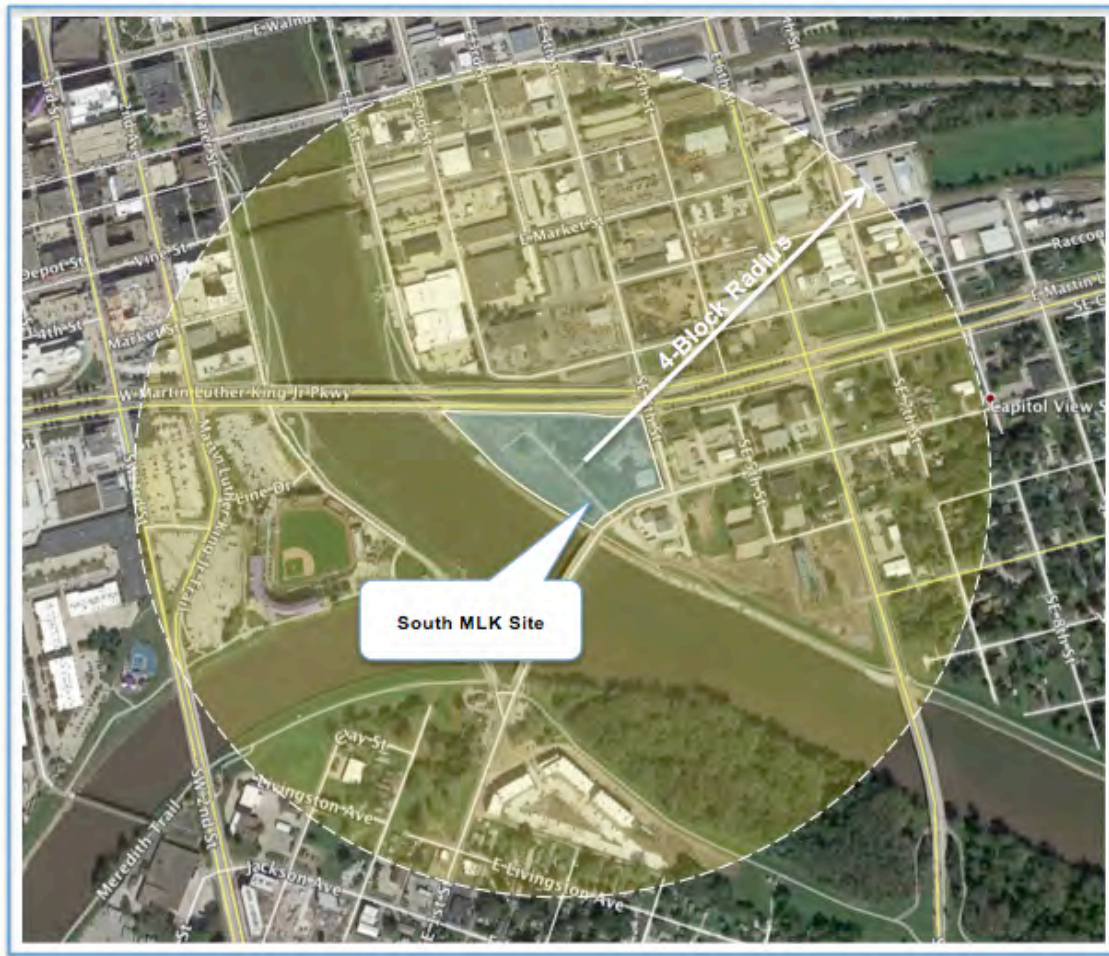
### **2.4.5.4 Operations**

Operational details for this alternative would be similar to those described earlier as part of the Existing Courthouse Site alternative (see Section 2.4.2.4). As with the previous alternative, GSA would secure new leased space for the USAO personnel and operations (53 people). In accordance with overall project planning and past coordination with the USAO, the USAO leased space would be within a four block walking distance from the new Courthouse. That general radius is shown in Figure 2-9.

## **2.5 COMPARISON OF THE ALTERNATIVES**

Table 2-1 provides a summary comparison of the alternatives as they relate to the purpose and need guidelines presented in Section 1.2. As shown in the table, only one alternative, Construction of a New Federal Courthouse at the Former YMCA Site, fully satisfies all of the purpose and need guidelines established earlier. Table 2-2 provides a summary of the environmental consequences associated with implementing the Proposed Action through the selection of the action alternatives or through selection of the No Action alternative (details are provided later in Chapter 4.0). As demonstrated in Table 2-2, selection of any of the four alternatives would be expected to result in no significant impacts.





**Figure 2-9. General Four Block Walking Radius from the South MLK Site.**

**Table 2-1. Summary Comparison of Alternatives and Purpose and Need Guidelines.**

| Purpose and Need Guidelines  | Alternatives |  |  |  |  |
|--|--------------|--|--|--|--|
|  | No Action    | Construct a New Addition at the Existing Courthouse Site | Construct a New Federal Courthouse at the Former YMCA Site | Construct a New Federal Courthouse at the North MLK Site | Construct a New Federal Courthouse at the South MLK Site |
| Provide a space/facility solution within the Des Moines CBD that provides a positive influence on local development/redevelopment.   | No           | Yes  | Yes  | Yes  | Yes  |
| Provide a space/facility that meets the needs of the U.S. Court, Southern District of Iowa and the community.  | No           | Yes  | Yes  | Yes  | Yes  |
| Provide a space/facility that satisfies the necessary design criteria.   | No           | Partial <sup>1</sup>                                     | Yes  | Yes  | Yes  |
| Provide a space/facility that is located outside the 100-year floodplain, and when possible, outside the 500-year floodplain.  | No           | Partial <sup>2</sup>                                     | Yes <sup>3</sup>   | Yes <sup>4</sup>   | Yes <sup>4</sup>   |
| Provide a space/facility that allows for increased efficiency between courts and court-related functions.  | No           | Partial <sup>5</sup>                                     | Partial <sup>6</sup>                                       | Partial <sup>6</sup>                                     | Partial <sup>6</sup>                                     |
| Provide the required space/facility, while minimizing disruption of current Judiciary activities.  | N/A          | No   | Yes  | Yes  | Yes  |
| Provide a space/facility in close proximity to local amenities and access to available parking and public transportation.  | N/A          | Yes  | Yes  | No   | No   |
| Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment. | N/A          | Yes  | Yes  | No   | Yes  |
| Provide a space/facility that provides for reasonable acquisition, development, and future operational costs.  | N/A          | No   | Yes  | Yes  | Yes  |

1 – Given the location of the existing buildings on the site, certain current design criteria (e.g., building setbacks, etc.) may not be able to be complied with fully.

2 – The existing historic Courthouse and the Courthouse Annex (if the Annex is not razed) would remain within the 500-year floodplain.

3 – The site is outside both the 100-year and 500-year floodplains.

4 – Based on the implementation of on- and/or off-site design and engineering.

5 – Existing site constraints (size of the site) increased efficiencies may not fully be realized.

6 – USAO personnel and operations (53 people) would relocate to leased space within a general four block walking distance from the Courthouse.

N/A – Not Applicable



**Table 2-2. Alternatives Comparison Matrix Summary.**

| <b>Environmental Attributes<br/>(Threshold Criteria)</b>  | <b>Alternatives</b>  |   |   |   |   |
|---|----------------------|---|---|---|---|
|   | <b>No<br/>Action</b> | <b>Construct a New<br/>Addition at the<br/>Existing<br/>Courthouse Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse at<br/>the Former<br/>YMCA Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the North<br/>MLK Site</b> | <b>Construct a<br/>New Federal<br/>Courthouse<br/>at the South<br/>MLK Site</b> |
| <b>Hazardous Materials, Waste,<br/>and/or Site Contamination</b><br>(Significant hazardous materials<br>and/or waste generated as a result of<br>construction and/or operational<br>activities?)<br>(Existing hazardous materials, waste,<br>or site contamination issues requiring<br>investigation and/or possible<br>remediation?)<br>(Potential for existing ACM issues<br>requiring investigation and/or<br>possible remediation?)<br>(Potential for existing LBP issues<br>requiring investigation and/or<br>possible remediation?)           | No                   | No  | No  | No  | No  |
|   | No                   | Yes   | No  | Yes   | Yes   |
|   | No                   | Yes   | No  | Yes   | Unknown   |
|   | No                   | Yes   | No  | Yes   | Unknown   |
| <b>Socioeconomics (including<br/>Environmental Justice and<br/>Protection of Children)</b><br>(Results in significant change in area<br>employment, income, and/or housing<br>characteristics?)<br>(Action occurs in an area considered<br>to be minority in nature?)<br>(Action occurs in an area considered<br>to be poverty/extreme poverty?)<br>(Results in Environmental Justice<br>Impacts?)<br>(Results in Impacts to Children?)   | No                   | No  | No  | No  | No  |
|   | N/A                  | Yes   | No  | Yes   | Yes   |
|   | N/A                  | Yes/No  | No/No   | Yes/No  | Yes/No  |
|   | No                   | No  | No  | No  | No  |
|   | No                   | No  | No  | No  | No  |
| <b>Public Services and Utilities</b><br>(Results in a significant impact to<br>public services?)<br>(Results in significant impacts as a<br>result of the need to relocate existing<br>utilities?)<br>(Results in excessive strain or<br>demand on existing utility<br>infrastructure?)   | No                   | No  | No  | No  | No  |
|   | No                   | No  | No  | No  | No  |
|   | No                   | No  | No  | No  | No  |
| <b>Surface Waters, Groundwater, and<br/>Floodplains</b><br>(Results in impacts to surface water<br>features?)<br>(Results in stormwater run-off in<br>excess of defined limits?)<br>(Results in impacts to groundwater<br>resources?)<br>(Results in development within the<br>defined 100-year flood zone?)<br>(Results in development within the<br>defined 500-year flood zone?)<br>(Results in the need to use extensive<br>engineering or other techniques<br>and/or methods to ensure the<br>structure is out of the 500-year flood<br>zone?) | No                   | No  | No  | No  | No  |
|   | No                   | No  | No  | No  | No  |
|   | No                   | No  | No  | No  | No  |
|   | No                   | No  | No  | No  | No  |
|   | No                   | No  | No  | No  | No  |
|   | No                   | Yes   | No  | Yes   | Yes   |

**Table 2-2 (continued). Alternatives Comparison Matrix Summary.**

| <b>Environmental Attributes</b><br>(Threshold Criteria)   | <b>Alternatives</b> |  |   |   |   |
|---|---------------------|--|---|---|---|
|   | <b>No Action</b>    | <b>Construct a New Addition at the Existing Federal Courthouse/Federal Courthouse Annex Site</b> | <b>Construct a New Federal Courthouse at the Former YMCA Site</b> | <b>Construct a New Federal Courthouse at the North MLK Site</b> | <b>Construct a New Federal Courthouse at the South MLK Site</b> |
| <b>Land Use and Zoning</b><br>(Development is consistent [to the extent feasible] with existing and/or planned land use of the site?) | Yes                 | Yes  | Yes   | Yes   | Yes   |
| (Development is consistent [to the extent feasible] with existing and/or planned land use of the immediate surrounding area?)         | Yes                 | Yes  | Yes   | Yes   | Yes   |
| (Development is consistent [to the extent feasible] with prevailing zoning designations and other codes and regulations?)             | Yes                 | Yes  | Yes   | Yes   | Yes   |
| <b>Roads, Traffic, and Parking</b><br>(Construction results in significant impacts to pedestrian, transit, or vehicular traffic?)     | N/A                 | No   | No  | No  | No  |
| (Adequate space for construction worker parking?)   | N/A                 | Yes  | Yes   | Yes   | Yes   |
| (Requires the use of off-site properties for construction worker parking?)  | N/A                 | Yes  | Yes   | No  | No  |
| (Operations anticipated to result in significant impacts to pedestrian, transit, or vehicular traffic?)                               | N/A                 | No   | No  | No  | No  |
| (Adequate nearby space for employee and visitor parking?)   | N/A                 | Yes  | Yes   | No  | No  |
| (Requires the future development of parking facilities for employees and visitors?)   | N/A                 | No   | No  | Yes   | Yes   |
| (Impacts planned bridge improvement projects in the area?)  | N/A                 | No   | No  | No  | No  |
| <b>Air Quality</b><br>(Results in an increase above de minimis standards?)  | No                  | No   | No  | No  | No  |
| <b>Noise and Vibration</b><br>(Results in unacceptable short-term levels at nearby sensitive receptors?)                              | No                  | No   | No  | No  | No  |
| (Results in long-term increases to unacceptable levels?)  | No                  | No   | No  | No  | No  |
| <b>Cultural and Historic Resources</b><br>(Results in significant impact to archaeological resources?)                                | No                  | No   | No  | No  | No  |
| (Results in significant impact to NRHP-listed or -eligible historic properties or districts?)   | No                  | No   | No  | No  | No  |

N/A – Not Applicable

## **SECTION 3.0 EXISTING ENVIRONMENT**

This section of the EA describes the existing environment of the site under consideration by the GSA for construction of a new Federal Courthouse (i.e., the Existing Courthouse Site, Former YMCA Site, North MLK Site, and South MLK Site). The sites were previously depicted in Section 2.4 (see Figure 2-1).

### **3.1 HAZARDOUS MATERIALS, WASTE, AND/OR SITE CONTAMINATION**

As part of the planning process, the GSA conducted environmental investigations at the Existing Courthouse, North MLK, and South MLK Sites. The Former YMCA Site owner provided the environmental investigations of the Former YMCA site conducted previously by Terracon. The resulting reports include:

- October 2016 Phase I ESA at the Former YMCA of Greater Des Moines (Terracon 2016)
- October 2016 Limited Site Investigation at the Former YMCA of Greater Des Moines (Terracon 2016a)
- March 2017 Phase I ESA in Support of a Proposed New Federal Courthouse in Des Moines, Iowa – Existing Courthouse Site (GSA 2017)
- March 2017 Phase I ESA in Support of a Proposed New Federal Courthouse in Des Moines, Iowa – North MLK Site (GSA 2017a)
- March 2017 Phase I ESA in Support of a Proposed New Federal Courthouse in Des Moines, Iowa – South MLK Site (GSA 2017b)

The detailed reports are on file with the GSA. The purpose of the investigations was to identify, to the extent feasible, RECs in connection with the site. A REC is defined as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The findings and conclusions of the site investigations are summarized in the following sections.

#### **3.1.1 Existing Courthouse Site**

The GSA conducted a Phase I ESA at this site in March 2017. The Phase I ESA resulted in two RECs and two additional notable conditions associated with the site:

##### **State and Tribal Leaking Storage Tank Lists**

A review of the Iowa State and Tribal Leaking Storage Tank List revealed that there are 24 Iowa Leaking Underground Storage Tank (LUST) sites within ½ mile of the site. One of the sites, the Salvation Army Adult Rehabilitation Center, is immediately adjacent to the Existing Courthouse Site. The Salvation Army Adult Rehabilitation Center listing is immediately adjacent to the Existing Courthouse Site at the southeast corner of Court Avenue and 2<sup>nd</sup> Street. According to the Phase I ESA, a fuel leak/release apparently occurred at this location and was discovered in 1990 during the removal of two underground storage tanks (USTs). Both localized soils and groundwater were reportedly affected. A restriction on the installation of drinking and non-drinking water wells has apparently been implemented at the site. Although potential contaminated groundwater in the overall area is not considered an issue for the planned use of the Existing Courthouse Site (i.e., no water wells would be associated with development/redevelopment of the property), due to proximity (immediately adjacent), the localized soil impacts were considered a REC and further research and/or investigations were recommended.

## **Local Lists of Hazardous Waste/Contaminated Sites – Iowa ALLSITES**

A review of the Iowa ALLSITES list (Contaminated Sites Tracking Database) revealed that there are 31 Iowa ALLSITES sites within approximately ½ mile of the site. One site, Iowa Muffler and Brake, is located immediately east/southeast of the Existing Courthouse Site. According to the Phase I ESA, although little detail is provided in the listing, the status is listed as “open.” Due to the current status and the close proximity of the site to the Existing Courthouse Site, this listing was considered to pose a REC and further research and/or investigations were recommended.

## **Asbestos-Containing Materials**

According to the Phase I ESA, investigations regarding potential ACMs were not within the scope of the project. As part of developing this EA, it was determined that the existing Federal Courthouse does, in fact, contain ACMs. Although not considered to pose a REC, the ACMs are managed in place in accordance with current regulations. An asbestos management plan has been developed for the building and is updated at regular intervals. The report is on file with the GSA.

## **Lead-Based Paint**

According to the Phase I ESA, investigations regarding potential LBP were not within the scope of the project. However, based on the age of the existing Federal Courthouse building, the presence of LBP is a potential. Although not considered to pose a REC, the potential for LBP was identified as an issue that should be noted. As part of developing this EA, it was determined that the existing Federal Courthouse does, in fact, contain LBP. The LBP is managed in place in accordance with current regulations. A LBP management plan has been developed for the building and is updated at regular intervals. The report is on file with the GSA.

### **3.1.2 Former YMCA Site**

The current property owner, Hubbell Terminal Corporation, conducted a Phase I ESA at the site in October 2016. The Phase I ESA resulted in the identification of four RECs associated with the site:

- Sanborn Maps documented a historic scale and manufacturing, automobile storage, and bus garage/shop at the Former YMCA Site. Based on the unknown aforementioned historic facility activities and potential hazardous materials handling practices, these documented on-site facilities were considered to represent RECs.
- Sanborn Maps documented a historic rail yard, auto service facility, tin shop, foundry, and two filling stations with tanks on the adjoining off-site, presumed upgradient, properties. Based on the unknown aforementioned historic facility activities and potential hazardous materials handling practices, these documented off-site facilities were considered to represent RECs.
- Based upon on the review of the historic city directories, a car dealership, service station, laundry facility, tire service station, dry cleaners, and service garages were identified on adjoining off-site properties. Based on unknown historic facility activities and potential hazardous materials handling practices, these documented offsite facilities were considered to constitute RECs for the Former YMCA Site.
- The former operation of 4,000-gallon fuel oil UST at the site and pending IDNR review regarding the tank closure constituted a REC for the site.

Based on the identification of these RECs, additional investigations were recommended to explore whether potential leaks/releases associated with the listed RECs had impacted the Former YMCA Site above statewide standards (SWS). As such, later that month, limited subsurface investigations were conducted. The results



were documented in the October 2016 Limited Site Investigation report mentioned earlier. The report concluded that soil and groundwater from the five borings/temporary monitoring wells installed at the site had not been impacted at levels exceeding the Iowa Administrative Code (IAC) Chapter 135 or 137 SWS with the exception of Arsenic in groundwater at one boring which slightly exceeds the SWS for a protected groundwater source (PGWS). Furthermore, the concentrations of RCRA metals reported in the soil and groundwater samples are within what was considered to be naturally occurring background concentrations.

According to the report, the Arsenic in groundwater concentration reported in one boring exceeded the IAC Chapter 137 SWS for a PGWS, but did not exceed the SWS for a Non-PGWS (NPGWS). The classification of a PGWS or a NPGWS is based upon the site's hydraulic conductivity determined through field-testing and data evaluation using computer software. A hydraulic conductivity equal to or greater than 0.44 meters/day is considered a PGWS; less than 0.44 meters/day is considered a NPGWS. Although evaluation to formally determine the hydraulic conductivity was not conducted as part of the effort, it was the conclusion of the report authors that the site would likely be considered a PGWS due to the soil geology and groundwater recovery/recharge observed during field activities. Both the City of Des Moines and Polk County have ordinances (City of Des Moines Ordinance Number 49.3[11] and Polk County Ordinance Chapter IV) for use as institutional controls to restrict the installation of drinking and non-drinking water wells. These ordinances have been submitted to, and approved by, the IDNR as sufficient institutional controls. This effectively eliminates the PGWS classification as a risk pathway and the more stringent SWS. As a result, the IAC Chapter 137 SWS for a NPGWS would likely apply to the Former YMCA Site and as a result, there would be no Arsenic exceedance. The report therefore recommended that no additional investigation/evaluations were warranted with regards to the soil and groundwater chemicals of concern.

### **3.1.3 North MLK Site**

The GSA conducted a Phase I ESA at this site in March 2017. The Phase I ESA resulted in 12 RECs and several other issues associated with the site. As mentioned earlier, the North MLK Site is comprised of multiple properties (and City streets) owned by MidAmerican Energy Company and the City of Des Moines (see Figure 2-6). There is an approximate 7.5-acre institutionally controlled portion of the existing MidAmerican Energy property, immediately west of the North MLK Site (see Figure 2-6). A portion of the overall MidAmerican property was at one time the location of the Des Moines Two Rivers Manufactured Gas Plant (MGP). Operations at this facility resulted in extensive soil, groundwater, and potentially surface water contamination. Remedial actions have taken place in the past and monitoring activities are currently on-going at the property. Current institutional controls (land use restrictions and/or limitations) include an environmental easement restricting property usage and controls prohibiting groundwater wells. Due to this historic contamination, MidAmerican must retain this portion of its current property. Specific findings from the Phase I ESA regarding this and other issues are as follows:

#### **Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) No Further Remedial Action Planned (NFRAP) Site List – Superfund Enterprise Management System (SEMS)-ARCHIVE**

A review of the SEMS-ARCHIVE list revealed that there are 4 sites within approximately ½ mile of the North MLK Site. One of the sites, MidAmerican Energy Company, is located on a portion of the North MLK Site. According to the Phase I ESA, the SEMS-ARCHIVE listing provides little detail. As a result of this, and the fact that it is a portion of the North MLK Site, this listing is considered to pose a REC and further research and/or investigations were recommended.

#### **State and Tribal Landfill and/or Solid Waste Disposal Site Lists**

A review of the Iowa Solid Waste Facilities/Landfills (SWF/LF) list revealed that there are three Iowa SWF/LF sites within approximately ½ mile of the North MLK Site. One of the sites, the City of Des Moines C&D Sanitary Landfill, is listed as being adjacent to the site. The adjacent (east) City communications facility is listed as the

former City of Des Moines C&D Sanitary Landfill. The facility type is listed as a construction and demolition (C&D) landfill. Little additional detail is provided. C&D debris generally consists of materials such as wood, insulation, concrete, asphalt, brick, drywall, metal, shingles, etc. Due to the location of the former facility (immediately east) and the lack of detail, the former presence of this site was considered to pose a REC for the North MLK Site and further research and/or investigations were recommended.

#### **State and Tribal Leaking Storage Tank Lists - LUST**

A review of the Iowa LUST list revealed that there are 24 Iowa LUST sites within ½ mile of the North MLK Site. Three of the sites, the DSM City Garage, Former Service Station, and Two Rivers Service Center, are listed as being on a portion of the North MLK Site. According to the Phase I ESA, there appears to have been a gasoline release/leak at the DSM City Garage site. The release apparently impacted localized soils and possibly groundwater. It appears that remedial actions have taken place, however, no specific details are provided. As a result of the site being at the North MLK Site and the lack of detail, this listing was considered to pose a REC and further research and/or investigations were recommended. There also appears to have been a gasoline release/leak at the Former Service Station site. The Phase I ESA indicated that localized soils were impacted and that the site was cleaned up, reported to the IDNR, and no further action was required. Although remedial action appears to have occurred, this site was considered to pose a REC as a result of it being at the North MLK Site and further research and/or investigations were recommended. A gasoline release/leak also appears to have happened at the Two Rivers Service Center site. Groundwater was reportedly impacted. Few other details regarding the incident(s) were provided. As a result of this, and because the site is located at the North MLK Site, the listing was considered to pose a REC and further research and/or investigations were recommended.

#### **State and Tribal Registered Storage Tank Lists – Iowa UST**

A review of the Iowa UST list revealed that there are seven Iowa UST sites within approximately ¼ mile of the North MLK Site. Two of the sites, the DSM City Garage and the Two Rivers Service Center, are on a portion of the North MLK Site (see previous discussion regarding these two listings).

#### **State and Tribal Institutional Control (INST CONTROL)/Engineering Control Registries**

A review of the Iowa INST CONTROL list revealed that there is one Iowa INST CONTROL site, the Des Moines Two Rivers MGP, within approximately ½ mile of the North MLK Site. In fact, the listing is on a portion of the North MLK Site. According to the Phase I ESA, there are several institutional controls that have been implemented in association with the Des Moines Two Rivers MGP site. As mentioned earlier, institutional controls are listed as including an environmental easement restricting property usage and controls prohibiting groundwater wells. The site is the location of a former coal-fired MGP that resulted in extensive soil, groundwater, and potentially surface water contamination. Remedial actions have apparently taken place and monitoring activities are on-going. According to the Phase I ESA, no additional details are provided. As a result, and because the site is located at the North MLK Site, this listing was considered to pose a REC and further research and/or investigations were recommended.

#### **State and Tribal Voluntary Cleanup (VCP) Sites – Iowa VCP**

A review of the Iowa VCP list revealed that there is one Iowa VCP site, Des Moines Two Rivers MGP, within approximately ½ mile of the North MLK Site. In fact, this listing is on a portion of the North MLK Site. As noted earlier, the site is the location of a former coal-fired MGP that resulted in extensive soil, groundwater, and potentially surface water contamination. Remedial actions have apparently taken place and monitoring activities are on-going. According to the Phase I EAS, no additional details are provided. As a result, and because the site is located at the North MLK Site, this listing was considered to pose a REC and further research and/or investigations were recommended.

### **Local Lists of Hazardous Waste/Contaminated Sites – Iowa ALLSITES**

A review of the Iowa ALLSITES list revealed that there are 31 Iowa ALLSITES sites within approximately ½ mile of the North MLK Site. One site, the Des Moines Southeast Connector Market Street and Des Moines River, is located immediately south of the North MLK Site. Similar to the area immediately north of MLK Parkway, this site was once a portion of the former Two Rivers MGP. According to the Phase I ESA, no details are provided regarding the listing. Due to the close proximity of this site to the North MLK Site and the lack of available details, this site was considered to pose a REC and additional research and/or investigations were recommended.

### **Environmental Data Resources (EDR) MGP**

A review of the EDR MGP list revealed that there are 4 EDR MGP sites, Des Moines Gaslight, Des Moines Gas Company, Des Moines Gaslight, and Des Moines Gas Company, within approximately 1 mile of the North MLK Site. In fact, all four listings are located on a portion of the North MLK Site. According to the Phase I ESA, all four listings verify that a portion of the North MLK Site was a former MGP. No other details were provided. As a result, all four listings were considered to pose a REC and additional research and/or investigations were recommended.

### **Historical Use Records Summary**

According to the Phase I ESA, review of Sanborn Maps confirmed the longtime presence of a former MGP at a portion of the North MLK Site. This historic use has been previously identified as a REC. Several other historic uses at other portions of the site (e.g., Skelly Oil Company, Des Moines Linseed Company, City of Des Moines Vehicle Maintenance Shop, etc.) may also indicate potential RECs for the North MLK Site. As such, further research and/or investigations were recommended.

### **Vapor Encroachment (VE) Screening**

VE screening is designed to assist in the assessment of the likely presence of chemicals of concern (COC) vapors in the sub-surface of a property caused by the release of vapors from contaminated soil or groundwater either on or at a property. According to the Phase I ESA, the screening resulted in the identification of multiple sites associated with the former Two Rivers MGP, Des Moines, Gas-Light Company, and/or MidAmerican Energy. As mentioned earlier, the former operation of a MGP at a portion of the North MLK Site was considered a REC. VE is possible with this past use. As such, a VE REC was considered to be present at the North MLK Site and further research and/or investigations were recommended.

### **Site Reconnaissance - Wells**

According to the Phase I ESA, there are multiple wells within 1 mile of the North MLK Site. The closest appear to be three water well sites (with multiple individual wells) at, or immediately adjacent to, the site. According to federal and state databases reviewed as part of the Phase I ESA, all of the wells were used for monitoring and all are listed as being plugged. However, site investigations conducted as part of the Phase I ESA and communications with MidAmerican Energy personnel revealed that there are currently 11 active monitoring wells at the MidAmerican Energy property (a portion of the North MLK Site). Eight are in association with the former Two Rivers MGP and three are associated with a former tank leak/release. Two abandoned monitoring well locations were also identified at the City of Des Moines facility (also a portion of the North MLK Site). According to the Phase I ESA, it was not clear if these wells were associated with the former Two Rivers MGP or a tank leak/release at the City of Des Moines facility. The presence of the abandoned and active monitoring wells was considered to be a REC and further research and/or investigations were recommended.

### **Asbestos-Containing Materials**

According to the Phase I ESA, investigations regarding potential ACMs were not within the scope of the project. However, MidAmerican Energy personnel provided information regarding existing asbestos and asbestos management at their facility (located on a portion of the North MLK Site). Due to the age of the City of Des Moines facilities located at the North MLK Site, there is a potential for ACMs to be present in several buildings. Although not considered to pose a REC, the confirmed presence and potential presence of ACMs was identified as an issue that should be noted.

### **Lead-Based Paint**

According to the Phase I ESA, investigations regarding potential LBP were not within the scope of the project. However, based on the age of the structures at the property, LBP could be present. Although not considered to pose a REC, the potential for LBP should be noted.

### **3.1.4 South MLK Site**

The GSA conducted a Phase I ESA at this site in March 2017. The Phase I ESA resulted in 10 RECs and several other issues associated with the site. Specific findings from the Phase I ESA are as follows:

#### **Federal CERCLIS NFRAP Site List –SEMS-ARCHIVE**

A review of the SEMS-ARCHIVE list revealed that there are 4 sites within approximately ½ mile of the South MLK Site. One of the sites, MidAmerican Energy Company, is in close proximity to the South MLK Site. The MidAmerican Energy Company listing is just north of the South MLK Site across MLK Jr. Parkway. The SEMS-ARCHIVE listing provides little detail, however, much is known about the former Two Rivers MGP that used to occupy the site. As mentioned earlier, operation of the plant resulted in substantial soil, groundwater, and potentially surface water contamination. There are currently multiple institutional controls (e.g., environmental covenants, local ordinances, and an environmental easement[s]) as well as on-going groundwater monitoring associated with the property. Due to the close proximity of this site to the South MLK Site, this listing was considered to pose a REC and further research and/or investigations were recommended.

#### **State and Tribal Leaking Storage Tank Lists**

A review of the Iowa LUST lists revealed that there are 16 Iowa LUST sites within ½ mile of the South MLK Site. One of the sites, DSM City Garage, is in close proximity to the South MLK Site. The DSM City Garage site is immediately north (across MLK Jr. Parkway) of the South MLK Site. According to the Phase I ESA, there appears to have been a gasoline release/leak at the DSM City Garage site. The release apparently impacted localized soils and possibly groundwater. It appears that remedial actions have taken place, however, no specific details are provided. As a result of being adjacent to the South MLK Site, this site was considered to pose a REC and further research and/or investigations were recommended.

#### **State and Tribal INST CONTROL/Engineering Control Registries**

A review of the Iowa INST CONTROL list revealed that there is one Iowa INST CONTROL site within approximately ½ mile of the South MLK Site - Des Moines Two Rivers MGP. This former site is immediately north of the South MLK Site. As mentioned earlier, there are several institutional controls that have been implemented in association with the Des Moines Two Rivers MGP site. Institutional controls are listed as including an environmental easement restricting property usage and controls prohibiting groundwater wells. The site is the location of a former coal-fired MGP that resulted in extensive soil, groundwater, and potentially surface water contamination. Remedial actions have apparently taken place and monitoring activities are on-going. According to the Phase I ESA, no additional details were provided. As a result, and because the site is



located immediately to the north, this listing was considered to pose a REC for the South MLK Site and further research and/or investigations were recommended.

#### **State and Tribal VCP Sites – Iowa VCP**

A review of the Iowa VCP list revealed that there is one Iowa VCP site within approximately ½ mile of the South MLK Site - Des Moines Two Rivers MGP. As just mentioned, the site is the location of a former coal-fired MGP that resulted in extensive soil, groundwater, and potentially surface water contamination. Remedial actions have apparently taken place and monitoring activities are on-going. According to the Phase I ESA, no additional details are provided as part of the listing. As a result, and because the site is located immediately north of the South MLK Site, this listing was considered to pose a REC and further research and/or investigations were recommended.

#### **Local Lists of Hazardous Waste/Contaminated Sites – Iowa ALLSITES**

A review of the Iowa ALLSITES list revealed that there are 23 Iowa ALLSITES sites within approximately ½ mile of the South MLK Site. One site, Des Moines Southeast Connector Market Street and Des Moines River, is located immediately north of the South MLK Site. According to the Phase I ESA, this listing is likely associated with the former Two Rivers MGP site that was once located immediately north of the South MLK Site. No details are provided for the listing. Due to the close proximity of this site to the South MLK Site and the lack of available details, this site was considered to pose a REC and additional research and/or investigations were recommended.

#### **Facility Index System/Facility Registry System (FINDS) List**

One listed FINDS site, Mercury Tool & Engineering, Inc., is listed as being previously located at the South MLK Site. FINDS contains both facility information and ‘pointers’ to other sources that contain more detail. According to the Phase I ESA, there are no details provided in association with the FINDS listing. As a result, and because the listing is associated with the South MLK Site, a REC was considered to be present and further research and/or investigations were recommended.

#### **Enforcement and Compliance History (ECHO) Information**

One listed ECHO site, Mercury Tool & Engineering, Inc., is listed as being previously located at the South MLK Site. The ECHO database provides integrated compliance and enforcement information for regulated facilities. According to the Phase I ESA, there are no details provided regarding the listing. As a result, and because the listing is associated with the South MLK Site, a REC was considered to be present and further research and/or investigations were recommended.

#### **EDR MGP**

A review of the EDR MGP list revealed that there are 4 EDR MGP sites within approximately 1 mile of the South MLK Site. The sites are listed as Des Moines Gaslight, Des Moines Gas Company, Des Moines Gaslight, and Des Moines Gas Company. All four listings are associated with the former Two Rivers MGP located immediately north of the South MLK Site across MLK Jr. Parkway. As mentioned before, due to the extent of contamination at the site and the fact that monitoring activities are on-going, these listings are considered to pose a REC for the South MLK Site.

#### **EDR Historic Gas Stations (HIST AUTO)**

A review of the EDR HIST AUTO list revealed that there are 7 sites within approximately 0.125 miles of the South MLK Site. Three of the former sites, Collins Earl W. Repair, 466 Southeast 2<sup>nd</sup>, and Jones Chas Auto Repair, are listed as once being located at the South MLK Site. Two other sites are immediately adjacent

(south), across Scott Avenue. According to the Phase I ESA, all three sites appear to be associated with one or more former automotive repair shops that were apparently once located at the property. No additional details are provided. Based on a lack of information and the fact that three of the listed sites are located at the South MLK Site, all three listings were considered to pose a REC and further research and/or investigations were recommended.

### **Historical Use Records Summary**

According to the Phase I ESA, review of Sanborn Maps confirmed the former presence of one or more vehicle service stations or auto repair shops at the South MLK Site. As mentioned earlier, this was considered to be a REC and further research and/or investigations were recommended.

### **VE Screening**

As mentioned earlier, VE screening is designed to assist in the assessment of the likely presence of COC vapors in the sub-surface of the property caused by the release of vapors from contaminated soil or groundwater either on or at a property. The screening resulted in the identification of multiple sites associated with the former Two Rivers MGP, Des Moines, Gas-Light Company, and/or MidAmerican Energy. As mentioned earlier, the former operation of a MGP just north of the South MLK Site is considered a REC. VE is possible with this past use. As such, a VE REC was considered to be present and further research and/or investigations were recommended.

### **Site Reconnaissance - Wells**

As mentioned earlier, there are several active groundwater monitoring wells at the MidAmerican Energy Company facility just north of MLK Jr. Parkway. The presence of these wells was considered to pose a REC for the South MLK Site and further research and/or investigations were recommended.

### **Asbestos-Containing Materials**

According to the Phase I ESA, investigations regarding potential ACMs were not within the scope of the project. However, based on the age of the structures, ACMs could be present. Although not considered to pose a REC, the potential presence of ACMs was identified as an issue that should be noted.

### **Lead-Based Paint**

According to the Phase I ESA, investigations regarding potential LBP were not within the scope of the project. However, based on the age of the structures, LBP could be present. Although not considered to pose a REC, the potential for LBP should be noted.

## **3.1.5 Summary of Hazardous Materials, Waste, and/or Site Contamination**

Table 3-1 provides a summary of the current RECs and other notable environmental conditions associated with each of the four sites.

**Table 3-1. Summary of Current RECs and Other Environmental Conditions at Each Site.**

| Issue  | Existing Courthouse Site                    | Former YMCA Site | North MLK Site  | South MLK Site |
|--|---|------------------|---|----------------|
| Phase I ESA RECs and/or Other Issues <sup>1</sup> Identified | 4   | 0 <sup>2</sup>   | 14  | 12             |
| Nearby Engineering and/or Institutional Controls in Place    | No  | No               | Yes   | No             |
| ACMs Present in Existing Buildings at the Site               | Yes – Courthouse <sup>3</sup><br>No - Annex | No               | Yes – MidAmerican <sup>3</sup><br>Unknown - City <sup>4</sup> | Unknown        |
| LBP Present in Existing Buildings at the Site                | Yes – Courthouse <sup>5</sup>               | No               | Unknown <sup>6</sup>  | Unknown        |

Source: GSA 2017, 2017a, and 2017b.

1 – Primarily the known or potential existence of ACMs and LBP in structures at the site.

2 – Based on the results of the Limited Site Investigations conducted after the initial Phase I ESA investigations (Terracon 2016a).

3 – GSA and MidAmerican Energy have approved plans and manage ACM in place in accordance with current regulations.

4 – Personal communication with City staff indicate a high probability for ACM in the Fleet Services Building based on the age of the structure. However, no surveys have been conducted.

5 – GSA has approved plan and manages LBP in place in accordance with current regulations.

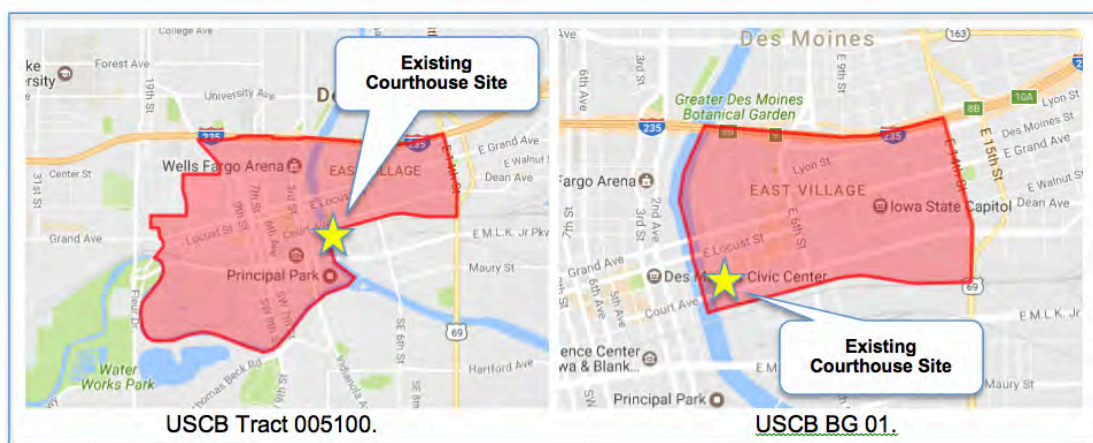
6 – MidAmerican facilities personnel indicate that LBP has not been identified at any buildings; however, no surveys or reports are known to exist.

## 3.2 SOCIOECONOMICS (INCLUDING ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN)

The data presented in this section are based on the results of the 2010 U.S. Census, which represented the most current and complete demographic data publicly available at the time of analysis. Data are presented at USCB Tract and Block Group (BG) level with City of Des Moines and Polk County data used when appropriate for comparative purposes.

### 3.2.1 Existing Courthouse Site

The Existing Courthouse Site is located entirely within USCB Tract 005100 (Figure 3-1). USCB Tract 005100 is comprised of 4 USCB BGs – IA 1530051001, 02, 03, and 04. The Existing Courthouse Site is entirely within BG 01 (see Figure 3-1). Demographic data is presented below in Table 3-2.



**Figure 3-1. Existing Courthouse Site USCB Tract and BG.**

**Table 3-2. Demographic Data for all Sites.**

| Data Set   | USCB Tracts 005100/<br>005200 | BG 005100-01<br>Existing<br>Courthouse Site | BG 005100-03<br>Former YMCA<br>Site | BG 005200-03<br>North MLK<br>Site | BG 005200-03<br>South MLK<br>Site |
|--|-------------------------------|---|-------------------------------------|-----------------------------------|-----------------------------------|
| <b>Population</b>  |                               |   |                                     |                                   |                                   |
| Total Population   | 4,597/3,162                   | 1,233                                       | 1,712                               | 1,388                             | 1,388                             |
| White  | 3,408/2,576                   | 585   | 1,401                               | 839                               | 839                               |
| Black  | 528/487                       | 441   | 183                                 | 195                               | 195                               |
| Hispanic   | 691/1,092                     | 172   | 47                                  | 457                               | 457                               |
| Asian  | 309/0                         | 43  | 70                                  | 43                                | 43                                |
| Native   | 122/37                        | 16  | 7                                   | 23                                | 23                                |
| Other  | 296/359                       | 148   | 51                                  | 288                               | 288                               |
| Total Minority Population  | 1,946 (42%)/ 1,975 (62%)      | 820 (67%)                                   | 358 (21%)                           | 1,006 (72%)                       | 1,006 (72%)                       |
| <i>Is Area Considered a Minority<br/>Population?</i> <sup>1</sup>                  | No/Yes                        | Yes   | No                                  | Yes                               | Yes                               |
| Population At or Under Age 14  | 298 (6%)/ 917 (3%)            | 149 (12%)                                   | 60 (4%)                             | 441 (32%)                         | 441 (32%)                         |
| <b>Employment and Income</b>   |                               |   |                                     |                                   |                                   |
| Median Household Income  | \$26,592/ \$31,234            | \$53,661                                    | \$42,768                            | \$26,319                          | \$26,319                          |
| Families in Poverty  | 154 (26%)/ 196 (27%)          | 79 (36%)                                    | 13 (9%)                             | 124 (35%)                         | 124 (35%)                         |
| <i>Is area considered a poverty area<br/>or extreme poverty area?</i> <sup>2</sup> | Yes-poverty/Yes-poverty       | Yes-poverty                                 | No                                  | Yes-poverty                       | Yes-poverty                       |
| Labor Force Employed (civilian)  | 96%/80%                       | No Data                                     | No Data                             | No Data                           | No Data                           |
| Labor Force Unemployed (civilian)  | 4%/20%                        | No Data                                     | No Data                             | No Data                           | No Data                           |
| <b>Housing</b>   |                               |   |                                     |                                   |                                   |
| Total Housing Units  | 3,234/1,264                   | 668   | 1,269                               | 650                               | 650                               |
| Occupied Housing Units   | 2,677 (83%)/1,090 (86%)       | 413 (62%)                                   | 1,191 (94%)                         | 628 (97%)                         | 628 (97%)                         |
| Vacant Housing Units   | 557 (17%)/174 (14%)           | 255 (38%)                                   | 78 (6%)                             | 22 (3%)                           | 22 (3%)                           |

Source: USCB 2010

1 – 50 percent of the population or percentage of the area is meaningfully greater than the minority population percentage of the general population (see Section 1.3.2.2).

2 - Areas with 20 percent or more are considered poverty areas. Areas with 40 percent or more are considered extreme poverty areas (see Section 1.3.2.2).

### 3.2.2 Former YMCA Site

The Former YMCA Site is located entirely within USCB Tract 005100 (Figure 3-2). USCB Tract 005100 is comprised of 4 USCB BGs – IA 1530051001, 02, 03, and 04. The Former YMCA Site is entirely within BG 03 (see Figure 3-2). Demographic data is presented above in (see Table 3-2).

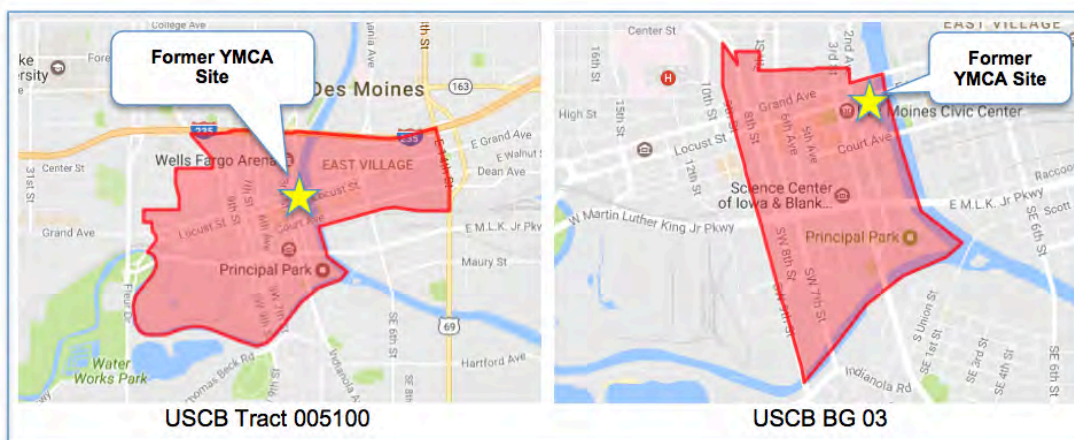
### 3.2.3 North MLK Site

The North MLK Site is located entirely within USCB Tract 005200 (Figure 3-3). USCB Tract 005200 is comprised of 3 USCB BGs – IA 1530052001, 02, and 03. The North MLK Site is entirely within BG 03 (see Figure 3-3). Demographic data is presented above in (see Table 3-2).

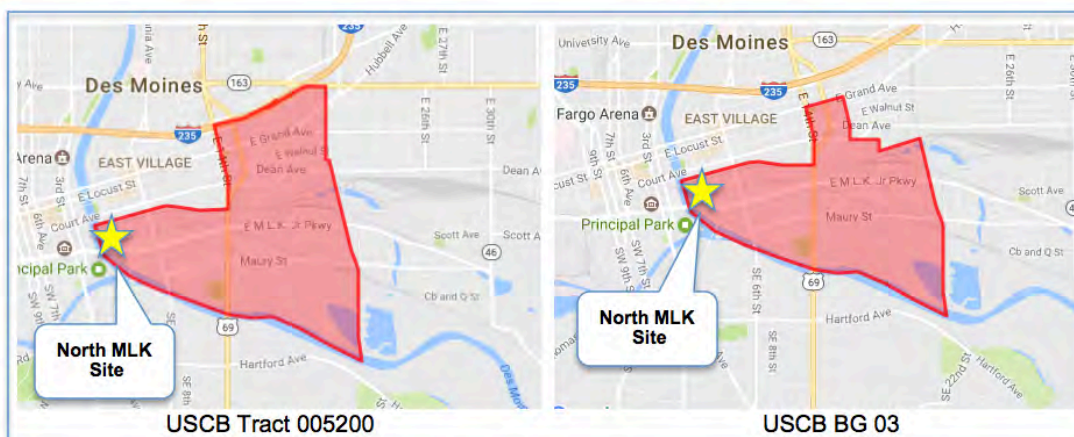


### 3.2.4 South MLK Site

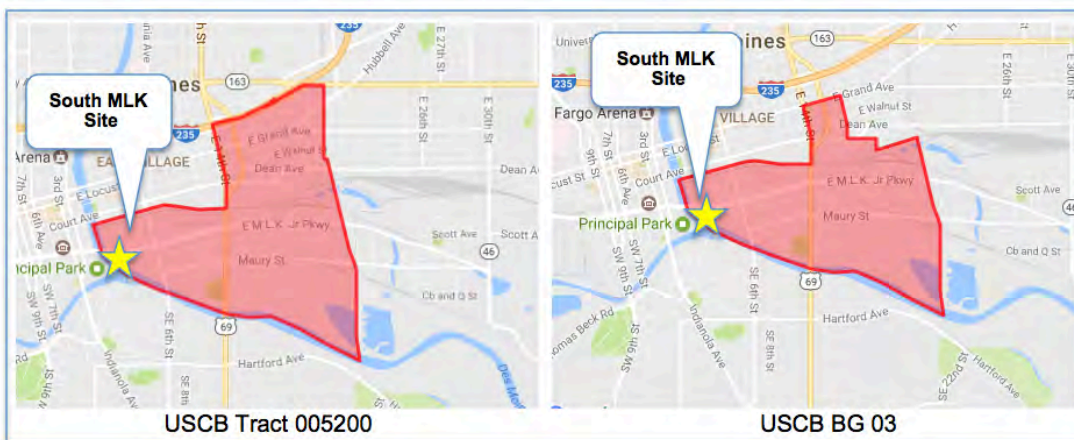
The South MLK Site is located entirely within USCB Tract 005200 (Figure 3-4). USCB Tract 005200 is comprised of 3 USCB BGs – IA 1530052001, 02, and 03. The South MLK Site is entirely within BG 03 (see Figure 3-4). Demographic data is presented above in (see Table 3-2).



**Figure 3-2. Former YMCA Site USCB Tract and BG.**



**Figure 3-3. North MLK Site USCB Tract and BG.**



**Figure 3-4. South MLK Site USCB Tract and BG.**

### 3.2.5 Summary of Environmental Justice Parameters

Table 3-3 below provides a summary of the status of each site as it relates to the typical environmental justice parameters.

**Table 3-3. Summary of Typical Environmental Justice Parameters for Each Site.**

| Site                | Is Site Considered to be in an Area of Minority Population? <sup>1</sup> | Is Site Considered to be in a Poverty Area? <sup>2</sup> | Is Site Considered to be in an Area of Extreme Poverty? <sup>2</sup> |
|---------------------|--|--|--|
| Existing Courthouse | Yes  | Yes  | No   |
| Former YMCA         | No   | No   | No   |
| North MLK           | Yes  | Yes  | No   |
| South MLK           | Yes  | Yes  | No   |

1 – 50 percent of the population or percentage of the area is meaningfully greater than the minority population percentage of the general population (see Section 1.3.2.2).

2 - Areas with 20 percent or more are considered poverty areas. Areas with 40 percent or more are considered extreme poverty areas (see Section 1.3.2.2).

As demonstrated in Table 3-2, the Existing Courthouse, North MLK, and South MLK Sites are all considered to be in areas with a majority minority population (ranging from 67 to 72 percent). The same three sites are considered to be areas of poverty. The number of those at or under the age of 14 is also higher in these areas. Median household income is shown as higher in the area of the Existing Courthouse and Former YMCA sites. Housing in all areas appears strong with the area comprising the Existing Courthouse Site demonstrating the lowest at 62 percent occupancy. All numbers demonstrate general consistency with the larger USCB Tract sampling areas.

## 3.3 PUBLIC SERVICES AND UTILITIES

### 3.3.1 Public Services

#### 3.3.1.1 Public Transportation

The City of Des Moines and the surrounding region is served by the Des Moines International Airport as well as six additional regional, municipal, and/or county airports. Amtrak, Greyhound, Jefferson Bus Lines, Burlington Trailways, and Megabus provide over-the-road service to and from the region (Greater Des Moines Partnership 2017). There has been a concentrated effort to make Des Moines a more walkable community, and the downtown area can all be accessed by foot. The downtown area has approximately four miles of climate-controlled skywalks that connect downtown buildings, businesses, and restaurants. The downtown skywalk is shown in Figure 3-5. As shown, the only site within the Skywalk District is the Former YMCA Site. Several trails also wind through the downtown area and are often used by bikers – including the B-Cycle, a public bicycle-sharing program. Formal on-street bikeways in Des Moines are primarily bike lanes, while bike-friendly streets and paved shoulders also accommodate bicyclists on roadways. Figure 3-6 shows the existing designated bike routes in the vicinity of the four sites. As shown, all four sites are adjacent to the Riverwalk existing bike trail routes. Existing bike lanes can be found north of the Existing Courthouse Site along E. Walnut Street and along MLK Jr. Parkway between the North and South MLK Sites. According to City of Des Moines data (City of Des Moines 2011), future on-street bicycle lanes could be developed/designated along Grand Avenue near the Former YMCA Site, along E. 3<sup>rd</sup> Street and E. Court Avenue, a block east of the Existing Courthouse Site, and along Scott Avenue, south of the South MLK Site.

The DART provides bus services throughout the metropolitan area. Des Moines also has a free downtown shuttle service that runs from one side of the city to the other six days a week. The DART provides bus, paratransit (senior citizens and persons with disabilities), and rideshare services throughout the downtown area and the region as a whole. Figure 3-7 shows bus routes in the area of each site.

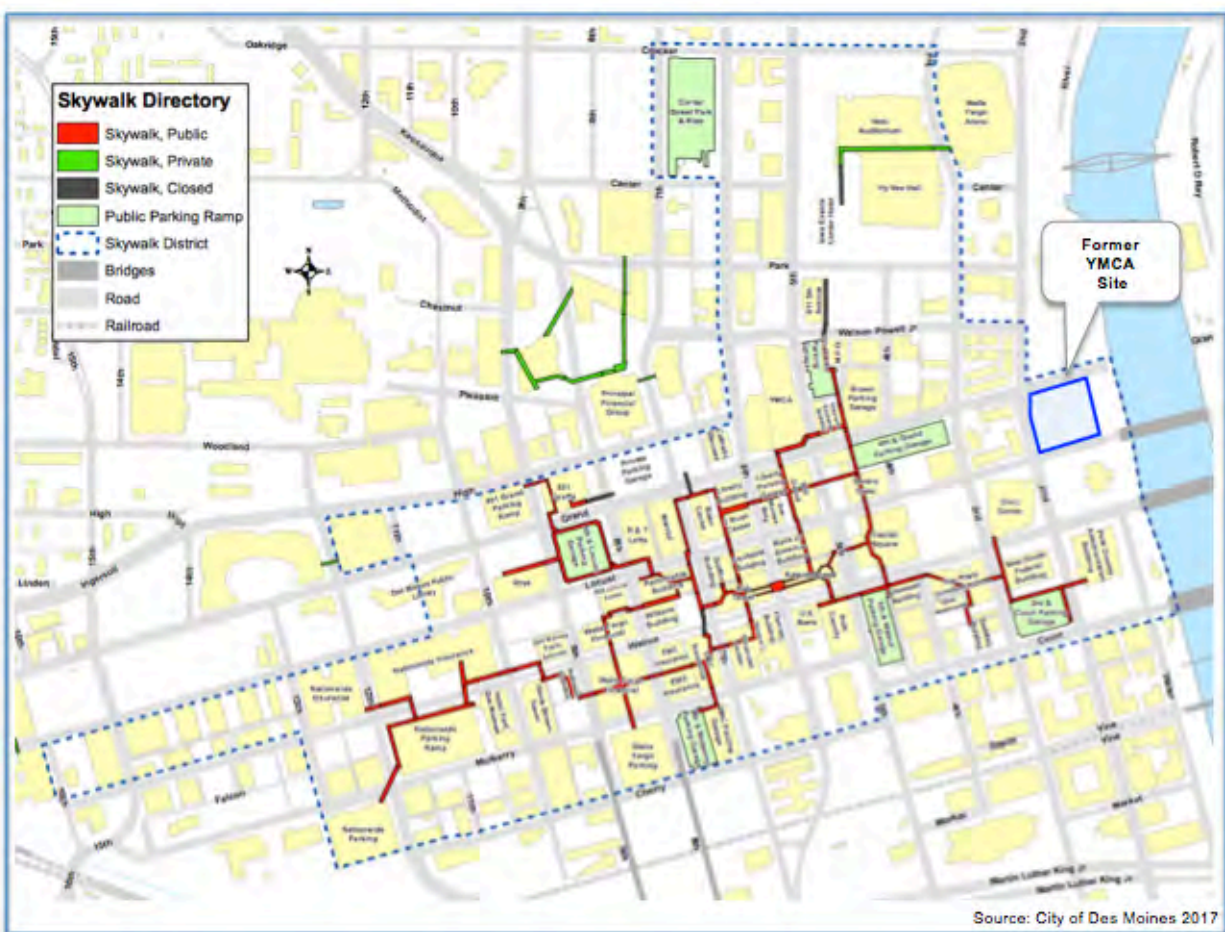


Figure 3-5. City of Des Moines Skywalk and Skywalk District.





Figure 3-6. Existing Off-Street Trails and On-Street Bicycle Routes.





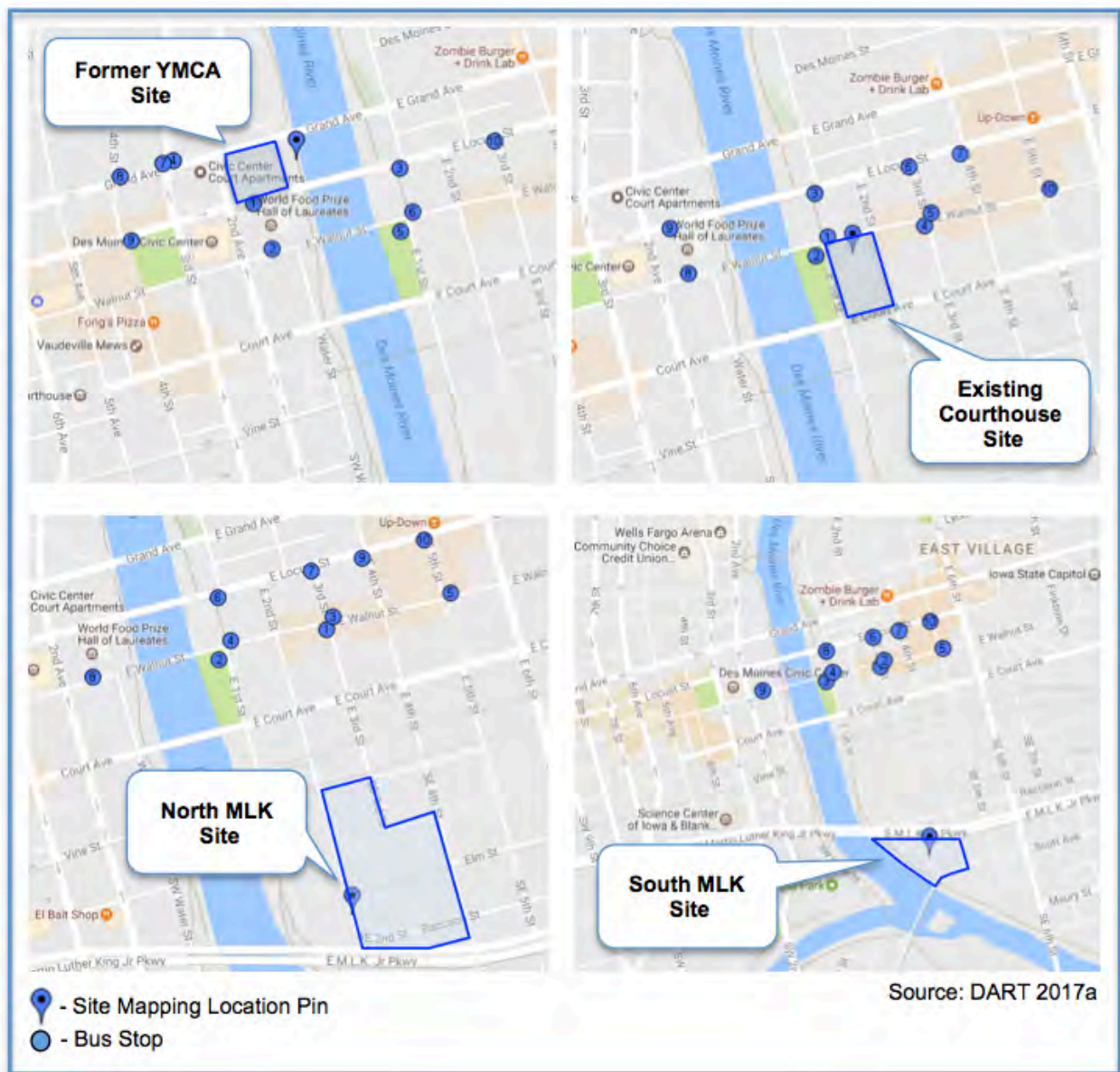
**Figure 3-7. DART Bus Routes in the Area of Each Site.**

As shown, there are multiple routes and route options in the immediate area of the Existing Courthouse Site and the Former YMCA Site. This could be expected due to the location of these two sites in comparison to the central downtown CBD area. The routes and the nearby streets they use include:

- Route 1 – Grand Avenue
- Route 4 – Grand Avenue, Locust Street, and East Walnut Street
- Route D (Downtown Shuttle) – East Walnut Street

Although there are other mobility options, there are currently no bus routes in the vicinity of North and South MLK Sites. Figure 3-8 shows existing bus stops in the area of each site. There are no bus stops currently located in close proximity to the North or South MLK Sites. The stops and location in the immediate vicinity of each site include:

- Existing Courthouse Site - Stop 3994 and 2771 (East Walnut Street/East 1<sup>st</sup> Street)
- Former YMCA Site – Stop 1940 (Locust Street/2<sup>nd</sup> Avenue)



**Figure 3-8. DART Bus Stops in the Vicinity of Each Site.**

### **3.3.1.2 Police and Fire**

The City of Des Moines Police Department is located immediately south of the Existing Courthouse Site across East Court Avenue. The department consists of approximately 376 sworn officers and 109 civilian support personnel. The department is organized into three divisions: the Administrative Services Division, Operations Division, and the Investigations Division. The Des Moines Fire Department provides fire protection and emergency medical and related services. There are 10 fire stations located throughout the City. The closest fire stations are Fire Station Number 1 – approximately 1.0 mile west of the Existing Courthouse and Former YMCA Sites on Mulberry Street and Fire Station Number 6 – approximately 1.0 mile south of the North and South MLK Sites on Southeast 6<sup>th</sup> Street.



### 3.3.1.3 Schools

The Des Moines Public Schools (DMPS) provide public education services and facilities in the City of Des Moines. As the largest provider of public education in the State of Iowa, the DMPS serves more than 30,000 students and has nearly 5,000 teachers and staff that work in more than 60 (38 Elementary, 10 Middle, 5 High School, and 10 Special Program) schools throughout the community. The closest DMPS facilities are the Walnut Street Elementary School approximately  $\frac{1}{2}$  to  $\frac{3}{4}$  of a mile west of the Existing Courthouse and Former YMCA Sites on Walnut Street and McKinley Elementary School, approximately  $\frac{3}{4}$  of a mile south of the North and South MLK Sites on 6<sup>th</sup> Street. Attendance by area is shown in Figure 3-9. Drake University, Grand View University, Des Moines University, Vatterott College as well as several other junior, community, and specialty Colleges can also be found in the Des Moines area.

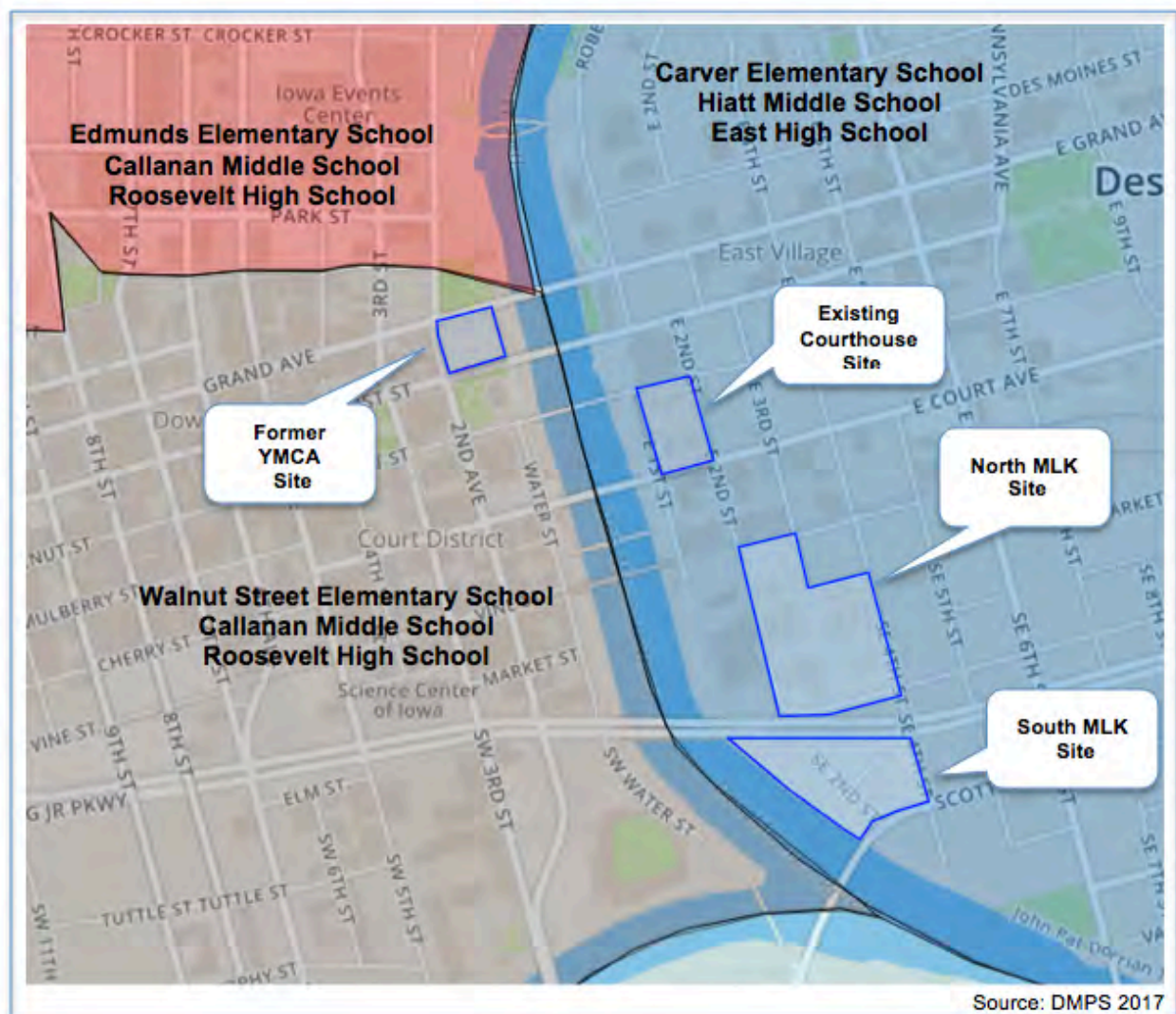


Figure 3-9. DMPS Attendance Area Map for Each Site.

### 3.3.1.4 Other Public Buildings, Services, and Nearby Amenities

A variety of City and County buildings, community services, and amenities (offices, restaurants, retail shopping, etc.) can be found within  $\frac{1}{2}$  to  $\frac{3}{4}$  of a mile of the sites in the downtown area. As expected, the





### **3.3.2 Utilities**

#### **3.3.2.1 Solid Waste**

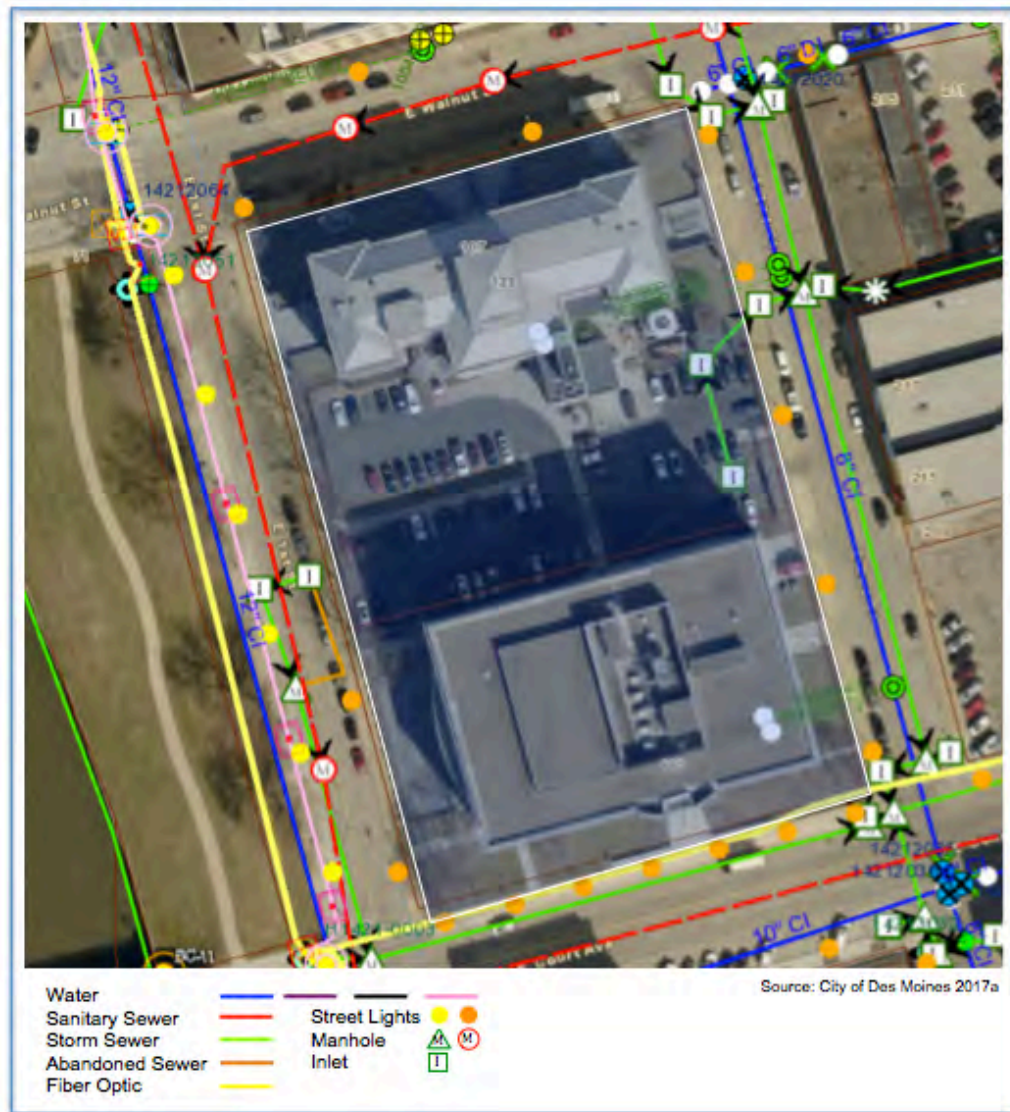
Residential solid waste collection and disposal within the City of Des Moines is provided by the City (Sanitation Collections Division). A variety of private collection companies also provide solid waste collection and disposal for commercial and business entities. There are two primary landfills that serve the Des Moines area – Metro Park East and Metro Park West Landfills. Both landfills are operated by the Metro Waste Authority (MWA). The MWA is an independent government agency comprised of 16 member communities, Polk County, and six planning members. The closest landfill is the Metro Park East Landfill located approximately 13 miles east of the Des Moines CBD on Highway 163.

#### **3.3.2.2 Water, Wastewater, and Stormwater**

Water service is provided in the Des Moines area by the Des Moines Water Works (DMWW). Water from both the Raccoon and Des Moines Rivers (and associated watersheds) is captured by the DMWW, treated, and distributed to more than 500,000 people in Des Moines and all or parts of many of the surrounding communities. Water is delivered through water mains installed in public right-of-ways (ROWs) and occasionally on easements on private property. The mains are either owned or maintained by the DMWW and are under its exclusive control. The property owner is responsible for the maintenance and care of all piping, appurtenances, and fixtures (including corporations) other than the water main. The water meter, automated meter reading devices and related wiring are installed and owned by the DMWW. Water quality (e.g., high nitrate levels and bacteria) in both the Raccoon and Des Moines Rivers has been, and continues to be, a very important local and statewide issue. Figures 3-11 through 3-14 show the drinking water lines located in the public ROWs adjacent to each site. As shown in Figures 3-13 and 3-14, there are existing water lines bisecting the sites.

The Des Moines Metropolitan Wastewater Reclamation Authority (WRA) provides wastewater treatment for the Des Moines area. The WRA is made-up of 17 metro area municipalities, counties, and sewer districts. These entities all work together to protect public health and to enhance the environment by recycling wastewater and being the preferred treatment facilities for hauled liquid wastes. In 2004, the Des Moines WRA retained the City of Des Moines as the Operating Contractor to provide operation, maintenance, and management services for the WRA. The WRA includes a conveyance system and a treatment facility. The conveyance system connects each of the participating communities in Dallas, Polk, and Warren counties to the wastewater treatment facility. The system includes approximately 125 miles of sanitary sewer with pipe sizes up to 144 inches in diameter, equalization basins, and lift stations. Figures 3-11 through 3-14 show the waste water (sanitary sewer) lines located in the public ROW (i.e., streets) adjacent to each site. As shown on Figure 3-14, there are multiple sanitary sewer lines at the South MLK Site.

The City of Des Moines, Department of Public Works, Stormwater Utility Division is responsible for stormwater management planning and engineering within the City. This generally includes flood control and mitigation, surface water quality, and other related stormwater drainage issues. The City of Des Moines is classified as a Medium Municipal Separate Storm Sewer System (MS4) regulated community under the IDNR NPDES permit. Stormwater in the City is generally collected via street inlets and transferred via underground lines to eventual outfall to the local river system. Figures 3-11 through 3-14 show the stormwater lines located in the public ROW (i.e., streets) adjacent to each site. As shown in Figure 3-12, 3-13, and 3-14, there are one or more stormwater lines that cross the Former YMCA Site and North and South MLK Sites.



**Figure 3-11. Water, Sanitary Sewer, and Storm Sewer Lines near the Existing Courthouse Site.**



Figure 3-12. Water, Sanitary Sewer, and Storm Sewer Lines near the Former YMCA Site.





**Figure 3-13. Water, Sanitary Sewer, and Storm Sewer Lines near the North MLK Site.**



**Figure 3-14. Water, Sanitary Sewer, and Storm Sewer Lines near the South MLK Site.**

### **3.3.2.3 Natural Gas and Electric Service**

MidAmerican Energy provides natural gas and electric services for Des Moines residents. MidAmerican is based in Des Moines and the company provides services to almost two-thirds of Iowa. MidAmerican has extensive utilities infrastructure immediately north of the Former YMCA Site across Grand Avenue. This location serves as a regional hub for MidAmerican and includes an electrical substation and extensive electrical and natural gas transmission/distribution lines. Gas and electrical distribution lines are located in the public ROWs (easements) adjacent to each site. As mentioned earlier, the North MLK and South MLK Sites include several city streets. As a result, gas and electrical distribution lines can also be found traversing the center portions of these two sites. There is also a large overhead electrical service transmission tower located at the southwestern corner of the South MLK Site adjacent to Scott Avenue.

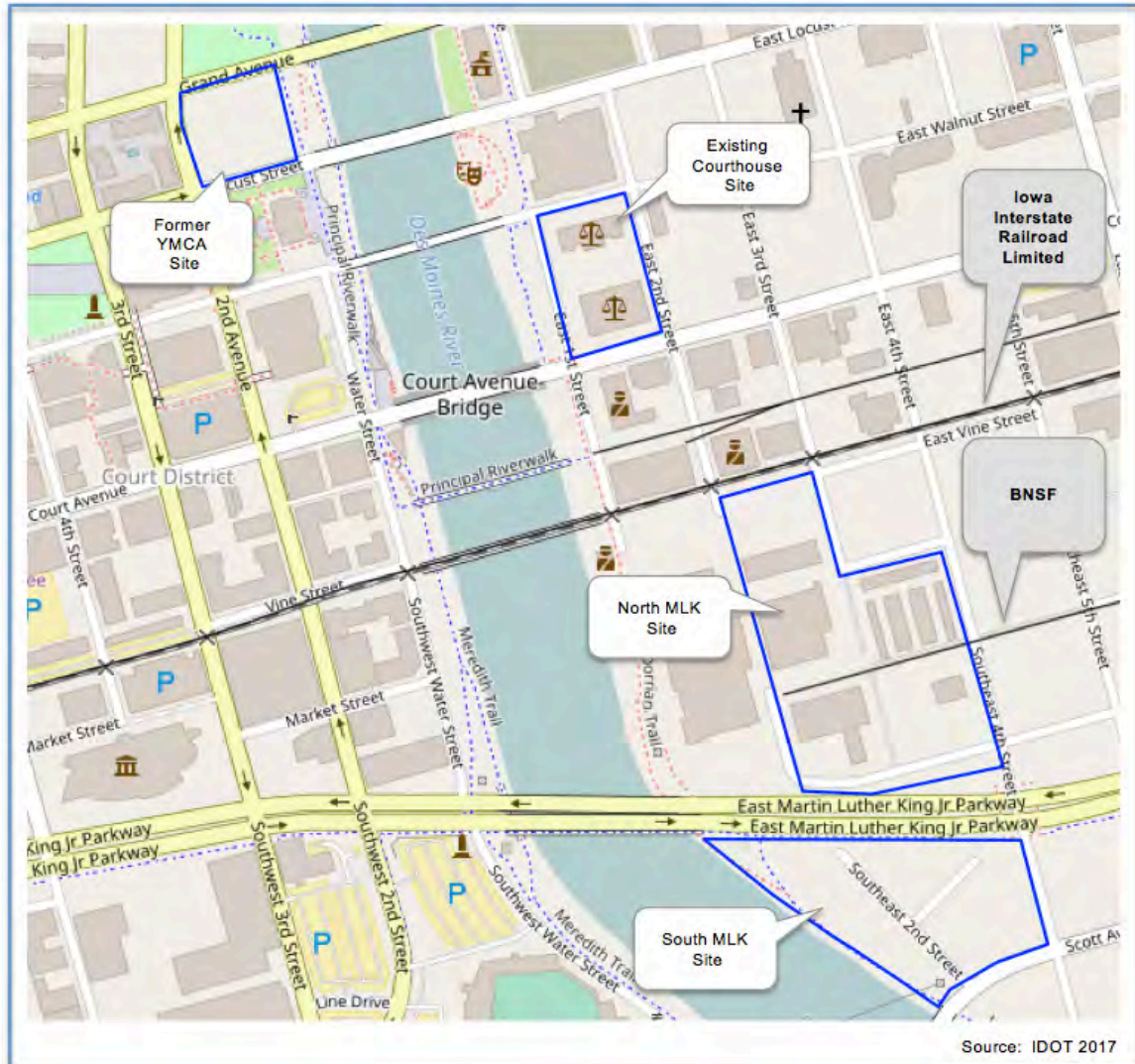
### **3.3.2.4 Rail**

The Surface Transportation Board (STB) is a regulatory agency that Congress charged with the fundamental missions of resolving railroad rate and service disputes. The STB is an independent agency, although it is administratively affiliated with the U.S. Department of Transportation (USDOT). The Federal Railroad Administration (FRA) is a part of the USDOT. The FRA formulates and enforces rail safety regulations. Generally speaking, all railroad operational procedures are subject to FRA regulations, including highway-railroad crossing signals, train speeds, train horn use, track conditions, etc. The Iowa Department of Transportation (IDOT) has minimal regulatory jurisdiction over rail operations or service. Though regulatory authority is limited, the IDOT's Office of Rail Transportation coordinates most rail-related issues/efforts on a local basis.



According to the IDOT, Office of Rail Transportation (IDOT 2017), there are no active rail lines in the vicinity of the Existing Courthouse, Former YMCA, or South MLK Sites. There are however, two active rail lines reported as being at, and immediately adjacent to the North MLK Site (Figure 3-15):

- East Vine Street – Iowa Interstate Railroad Limited, Built 1867.
- East Elm Street – Burlington Northern Santa Fe (BNSF), Built 1880.



**Figure 3-15. Location of Rail Lines in the Vicinity of the Sites.**

### 3.3.3 Summary of Public Services and Utilities

Table 3-4 below provides a summary of the public services and utilities as they relate to the location of each site.

**Table 3-4. Summary of Public Services and Utilities as they Relate to Each Site.**

| Public Services Proximity                        | Existing Courthouse Site        | Former YMCA Site                | North MLK Site                                   | South MLK Site                                   |
|--|---------------------------------|---------------------------------|--|--|
| Skywalk  | --                              | Close                           | --   | --   |
| On-Street Bike Routes                            | Adjacent                        | Planned                         | Adjacent   | Adjacent   |
| DART Bus Routes                                  | Adjacent                        | Adjacent                        | --   | --   |
| DART Bus Stops                                   | Adjacent/Nearby                 | Adjacent/ Nearby                | --   | --   |
| Police Station                                   | Adjacent                        | Nearby                          | Nearby   | Nearby   |
| Fire Station                                     | Approx. 1 mile                  | Approx. 1 mile                  | Approx. 1 mile                                   | Approx. 1 mile                                   |
| Public Schools                                   | Approx. ½ to ¾ mile             | Approx. ½ to ¾ mile             | Approx. ¾ mile                                   | Approx. ¾ mile                                   |
| Public Buildings/Services                        | Close                           | Close                           | Nearby   | Nearby   |
| Variety of Amenities                             | Close – Within Walking Distance | Close – Within Walking Distance | Nearby – Not Necessarily Within Walking Distance | Nearby – Not Necessarily Within Walking Distance |
| Hospitals  | Over 500 Feet                   | Over 500 Feet                   | Over 500 Feet                                    | Over 500 Feet                                    |
| Churches/Houses of Worship                       | Over 500 Feet                   | Over 500 Feet                   | Over 500 Feet                                    | Adjacent   |
| <b>Utilities/Easement Locations <sup>1</sup></b> |                                 |                                 |  |  |
| Solid Waste - Landfills                          | Over 10 miles                   | Over 10 miles                   | Over 10 miles                                    | Over 10 miles                                    |
| Water Lines                                      | Adjacent ROWs                   | Adjacent ROWs                   | Adjacent ROWs and On Site                        | Adjacent ROWs and On Site                        |
| Wastewater Lines                                 | Adjacent ROWs                   | Adjacent ROWs                   | Adjacent ROWs                                    | Adjacent ROWs and On Site                        |
| Stormwater Lines                                 | Adjacent ROWs                   | Adjacent ROWs and On Site       | Adjacent and On Site                             | Adjacent and On Site                             |
| Natural Gas                                      | Adjacent ROWs                   | Adjacent ROWs                   | Adjacent and On Site                             | Adjacent and On Site                             |
| Electric   | Adjacent ROWs                   | Adjacent ROWs                   | Adjacent and On Site                             | Adjacent and On Site                             |
| Rail Lines                                       | --                              | --                              | Adjacent and On Site                             | --   |

1 – Does not include minor utilities such as fiber optics, cable TV or any on-site utility connections/stub outs, etc.

## 3.4 SURFACE WATERS, GROUNDWATER, AND FLOODPLAINS

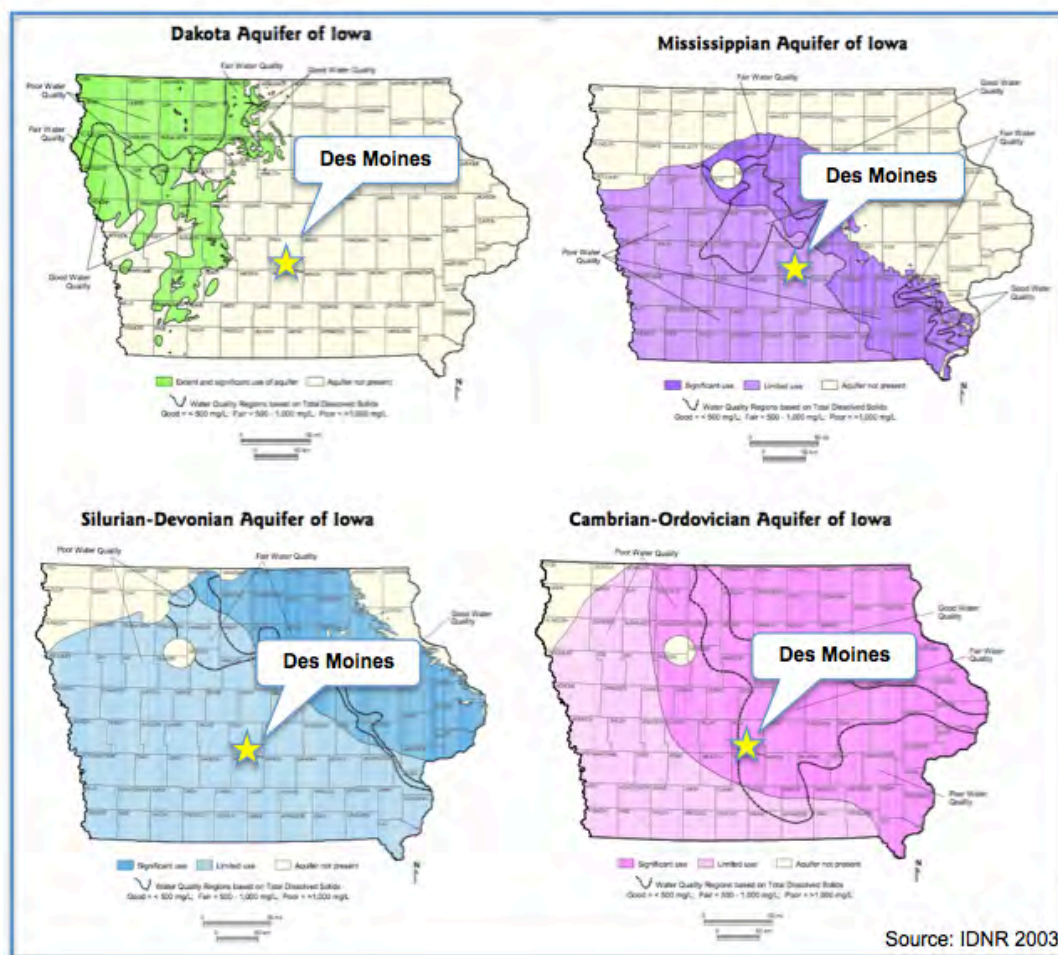
### 3.4.1 Surface Water

There are no surface water features at any of the four sites. As shown earlier in Figure 2-1, the Des Moines River is immediately east of the Former YMCA Site and immediately west of the Existing Courthouse Site and the North and South MLK Sites. As stated earlier, water quality (e.g., high nitrate levels and bacteria) in both the nearby Raccoon and Des Moines Rivers has been, and continues to be, a very important local and statewide issue.

### 3.4.2 Groundwater

Iowa's groundwater resources consist of five principal aquifers – four bedrock aquifers and an assortment of shallower sand and gravel deposits that overlie the bedrock and collectively are called surficial aquifers. The major bedrock aquifers extend over large geographic areas, well beyond Iowa's borders. The regional aquifers

are the Dakota (Cretaceous), the Mississippian, the Silurian-Devonian, and the Cambrian-Ordovician (Jordan) aquifers (Figure 3-16). Most of the groundwater flow in these aquifers can be described as deep, confined, and relatively unaffected by recharge from the surface. In the Polk County/Des Moines area, groundwater quality in these regional aquifers is generally considered fair to poor (IDNR 2003). Based on the results of the Phase I ESAs conducted for each of the four sites (see Section 3.1), it is possible that shallow groundwater beneath each of the sites contains one or more contaminants in exceedance of regulatory limits (GSA 2017, 2017a, and 2017b and Terracon 2016 and 2016a). However, as stated earlier in Section 3.1, both the City of Des Moines and Polk County have ordinances (City of Des Moines Ordinance Number 49.3[11] and Polk County Ordinance Chapter IV) for use as institutional controls to restrict the installation of drinking and non-drinking water wells. These ordinances have been submitted to, and approved by, the IDNR as sufficient institutional controls.

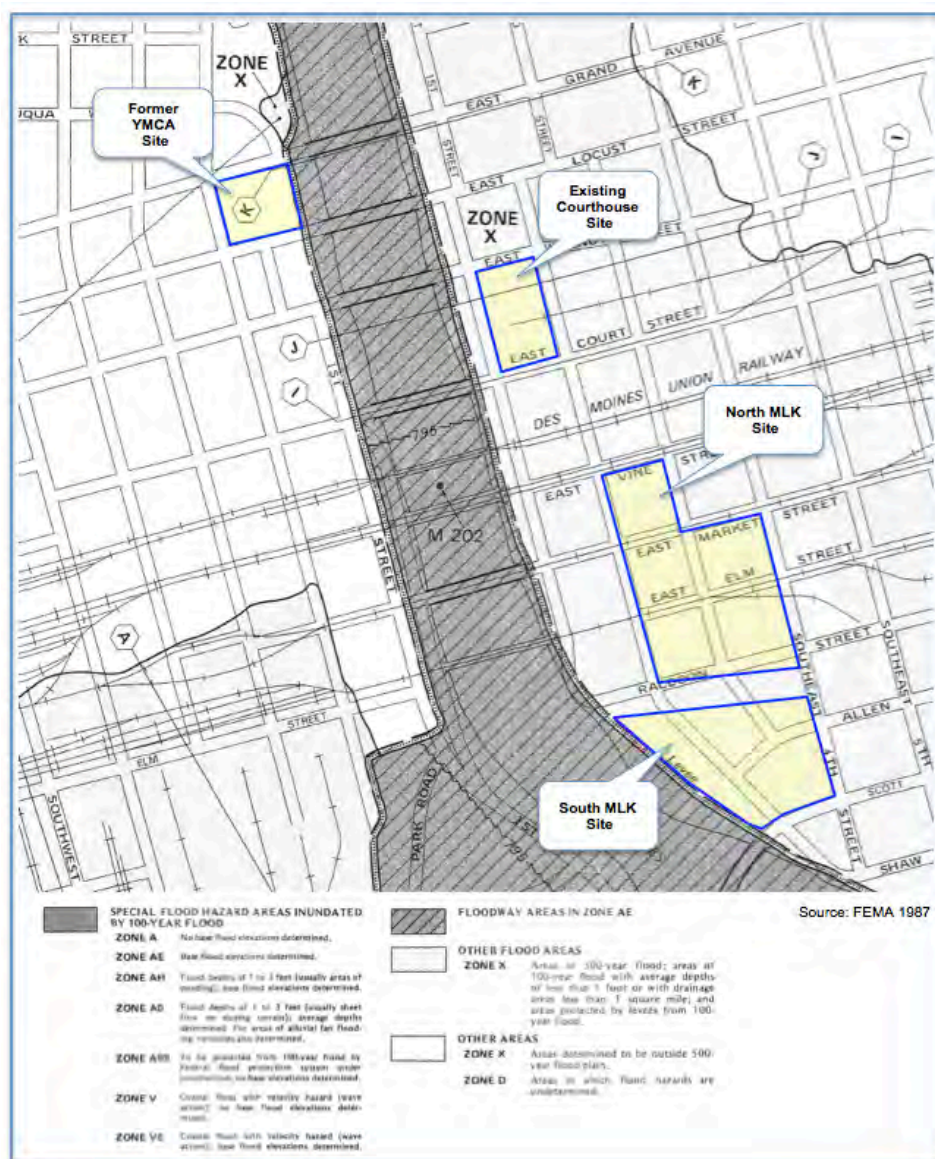


**Figure 3-16. Major Bedrock Aquifers of Iowa.**

### 3.4.3 Floodplains

According to FEMA flood mapping (Map Number 1902270006D, September 18, 1987), none of the four sites are located in the 100-year flood zone. However, the Existing Courthouse and the North and South MLK Sites are all located within the 500-year flood zone. The Former YMCA Site is the only location that is outside both the 100- and 500-year flood zones. The Existing Courthouse Site is approximately 8 feet below the 500-year flood line. The North and South MLK Sites are approximately 6 feet and 9 feet below the 500-year flood line, respectively (GSA 2010). Figure 3-17 shows FEMA Map Number 1902270006D.





**Figure 3-17. Location of Each Site Relative to 1987 FEMA Flood Zones.**

### 3.5 LAND USE AND ZONING

The City of Des Moines adopted its Comprehensive Plan, PlanDSM/Creating Our Tomorrow, in April 2016 (City of Des Moines 2016). Planning in Des Moines has a long history. The first plan, a plan for boulevards and civic spaces, was completed in 1909. The first Citywide comprehensive plan was adopted in 1928. Since that time, planning for the future of the City has been an on-going process recognizing changing values and circumstances. A basis for planning in Des Moines has been recognition of the role neighborhoods play in the structure of the City. Residents not only associate with Des Moines, the city, but with the neighborhoods where they live. The City has 52 recognized neighborhoods, 28 of which have adopted neighborhood action plans focusing on programs and initiatives to enhance their liveability. Additionally, as part of a larger metropolitan area, the City has participated in several State and regional planning efforts that serve as

background to provide direction to the City into the future. PlanDSM supports and implements each of these planning efforts including (but not limited to):

- DART Forward 2035
- Capitol Crossroads
- The Tomorrow Plan
- Guide DSM
- Des Moines Riverfront Master Plan
- What's Next Downtown Plan
- Other Neighborhood- and/or District-Specific Plans

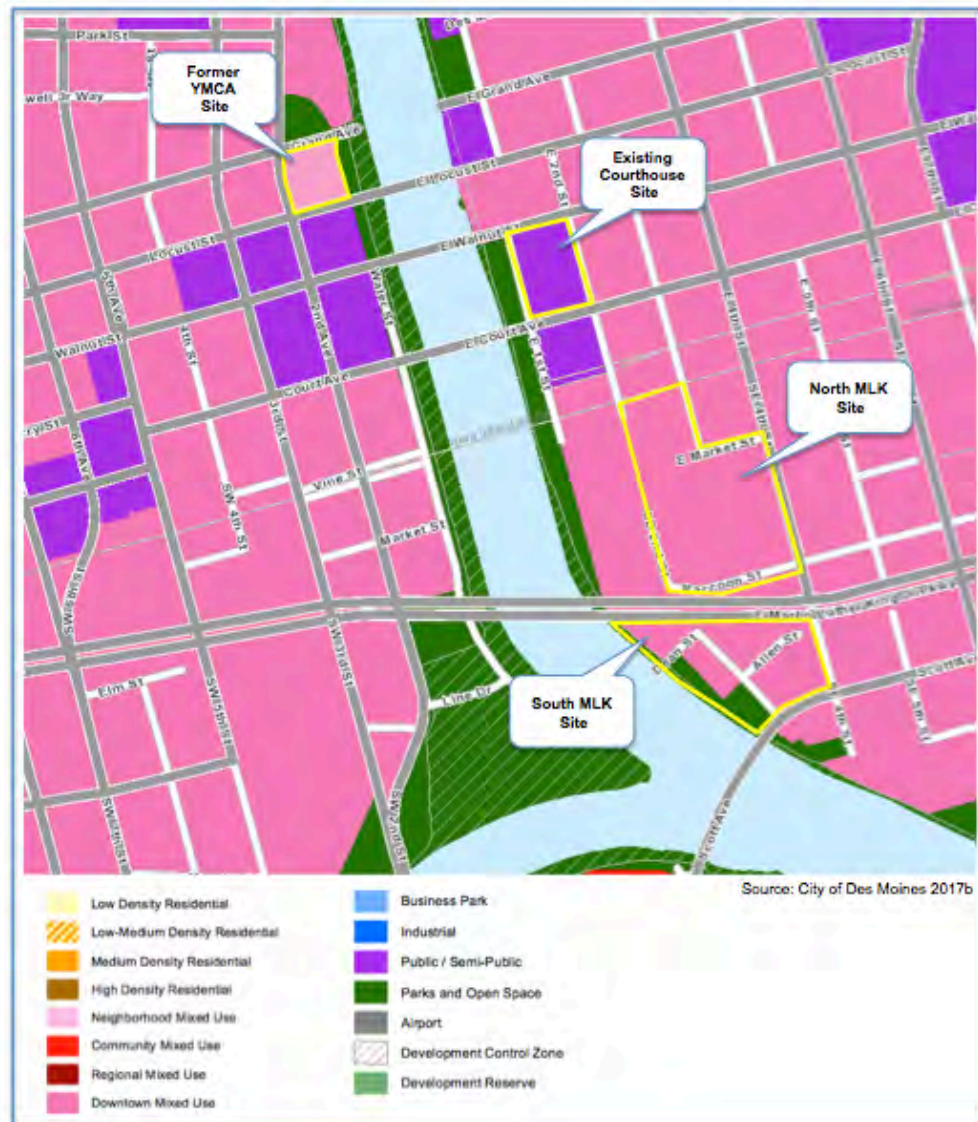
### **3.5.1 Land Use**

The land use element of PlanDSM provides policy guidance for land use decisions in the City with goals and policies to guide the location and intensity of uses. It identifies priority areas for maintaining, developing, and revitalizing the City's residential, commercial, and industrial areas. As with the goals and policies of the overall Plan, the land use element guides the implementation of the City's Zoning Ordinance and land use regulations. This element also lays out the City's adopted Future Land Use Map and the associated land use designations. Figure 3-18 shows the future designated land use classifications associated with each of the sites and the immediate surrounding areas. The relevant designations are described as follows (City of Des Moines 2016):

- **Downtown Mixed Use** – Allows mixed-use high-density residential uses and compact combinations of pedestrian-oriented retail, office, residential, and parking in downtown. The use should include active uses (e.g., retail) on ground floor, particularly at key intersections.
- **Public/Semi-Public** – Areas that are mostly open to public use or public access. May include government facilities, schools, hospitals, libraries, and community facilities.
- **Parks and Open Space** – Land or water areas generally free from development. Primarily used for park and recreation purposes but may also indicate private or public open spaces reserved for natural resource conservation.

As shown in Figure 3-18, the Existing Courthouse Site is located in the Public/Semi-Public land use designation. The remaining three sites are all located in the Downtown Mixed Use designation. A portion of the South MLK Site (west of Southeast 2<sup>nd</sup> Street and south of Dean Street) is also designated as Parks and Open Space (likely due to the large electrical utility tower in the immediate area). As shown on Figure 3-18, all the sites are fronted by Parks and Open Space and a Development Control Zone (areas that are sensitive to development such as flood hazard areas).





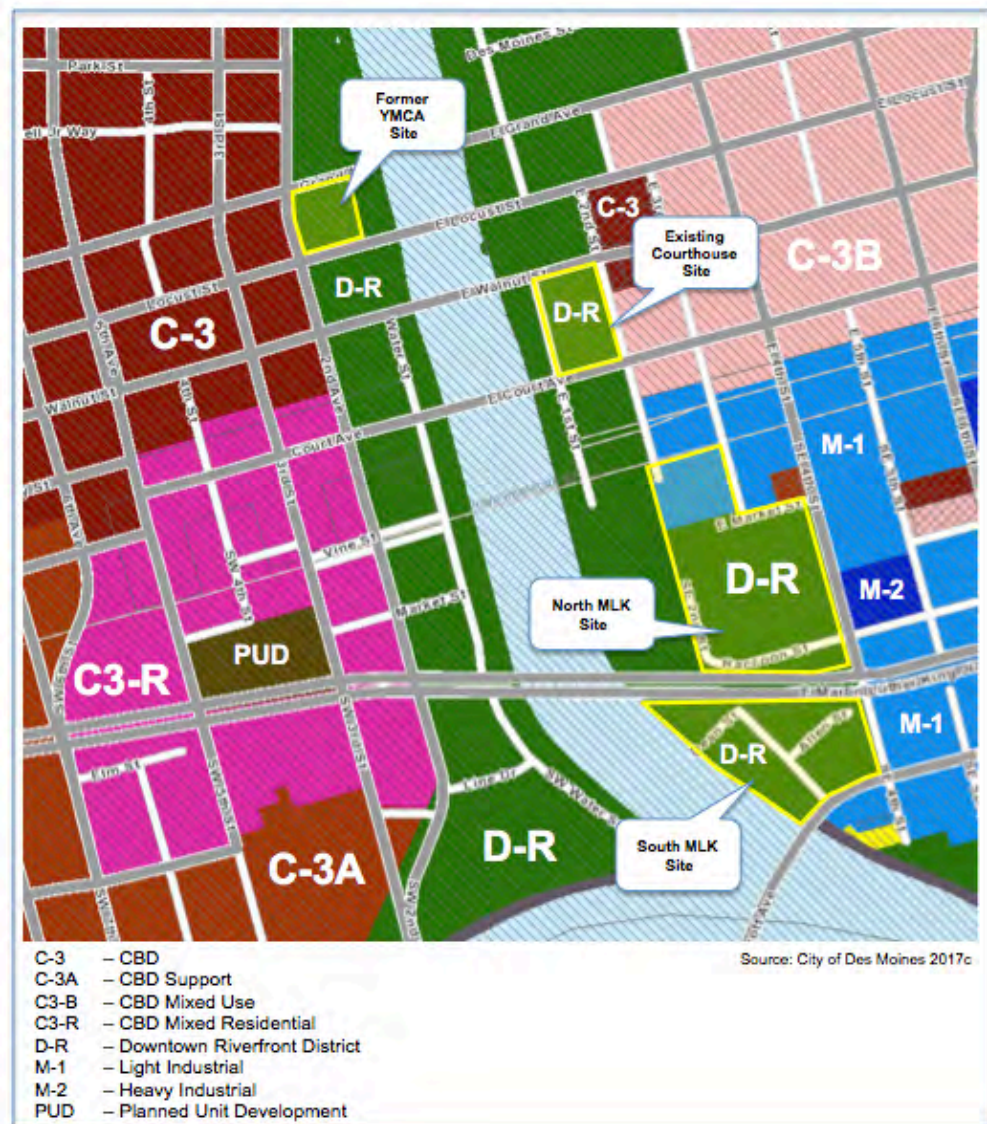
**Figure 3-18. City of Des Moines PlanDSM Future Land Use.**

### 3.5.2 Zoning

City of Des Moines Code of Ordinances, Chapter 134 is the zoning ordinance for the City. According to PlanDSM, the City's existing zoning ordinance was last comprehensively rewritten in 1965 and has been extensively amended over the years to keep up with development proposals and new and emerging development trends. PlanDSM recommends updating its existing zoning ordinance, and according to City staff, the City is currently in the process of re-writing its zoning code.

Zoning within the City is currently divided into multiple zoning district classifications as well as several overlay district classifications. Overlay zoning is a regulatory tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone. Regulations or incentives are generally attached to an overlay district to protect a specific resource or guide development within a special area. City Ordinance 15,060 established the Downtown Overlay District. The District is bounded by East 14<sup>th</sup> Street on the east; the Des Moines and Raccoon Rivers on the south;

Martin Luther King, Jr. Parkway on the west; and I-235 on the north. All four sites fall within the Downtown Overlay District. The District was established to ensure that new uses and development within the District are compatible with the vision for the downtown area regarding the location and design of uses set forth in the "What's Next Downtown Plan," adopted by the City Council on March 10, 2008. The Downtown Overlay District was intended to provide minimum urban development guidelines for the entire downtown area. Development in the District is subject to the design guidelines as outlined in the City of Des Moines Code of Ordinances, Section 82-214.9 (Design Guidelines within the Downtown Overlay District). Figure 3-19 shows the zoning district classifications associated with each site and the immediate surrounding areas. Details specific to each site are in the following sections.



**Figure 3-19. City of Des Moines Zoning.**

### **3.5.2.1 Existing Courthouse Site**

As shown in Figure 3-19, the Existing Courthouse Site is located in the Downtown Riverfront District (D-R). The D-R District Classification is defined in the City's zoning ordinance as follows:

- The D-R downtown riverfront district is intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years.

The D-R downtown riverfront district is a regulatory tool that assists the implementation of the vision for the "Des Moines Riverfront Master Plan" which is a reference document to the 2020 Community Character Plan. The land use program that best meets the objectives of the "Des Moines Riverfront Master Plan" includes publicly-owned parks, medium density housing, and a combination of cultural and recreation facilities, civic uses, offices, specialty retail shops, entertainment establishments, hotels, and bed and breakfasts. This downtown riverfront district is intended to assure that redevelopment adjacent to the river is compatible with the plan for new mixed-use neighborhoods, commercial and residential nodes.

Redevelopment of the downtown riverfront should reinforce the concept of the "riverfront as main street." Multi-story buildings are encouraged to provide a mix of residential and commercial uses with dwellings encouraged to be located above street-level retail. Redevelopment is intended to establish the riverfront district as an interconnected pedestrian-oriented cultural and recreation destination.

Zoning classifications immediately surrounding the Existing Courthouse Site include the Downtown Riverfront District (D-R), CBD (C-3), and CBD Mixed Use District (C3-B).

It should also be noted that the Existing Courthouse is within the Civic Center Historic District. The District has been listed on the NRHP since 1988 and includes six public buildings (including the existing Federal Courthouse) and seven structures. More details regarding the District are provided later in Section 3.9 (Cultural and Historic Resources).

### **3.5.2.2 Former YMCA Site**

As shown in Figure 3-19, the Former YMCA Site is located in the Downtown Riverfront District (D-R). The D-R District Classification is defined in the City's zoning ordinance as follows:

- The D-R downtown riverfront district is intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years.

Zoning classifications immediately surrounding the Former YMCA Site include the Downtown Riverfront District (D-R) and CBD (C-3).

### **3.5.2.3 North MLK Site**

As shown in Figure 3-19, the North MLK Site is located in the Downtown Riverfront District (D-R) and the Light Industrial (M-1) District. The District Classifications as defined in the City's zoning ordinance are as follows:

- The D-R downtown riverfront district is intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination



nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years.

- The M-1 light industrial district is intended and designed to provide areas of the city suitable for activities and uses of a light industrial nature. It is not intended that any new residential development be permitted in the M-1 district.

Zoning classifications immediately surrounding the North MLK Site include Downtown Riverfront District (D-R), Light Industrial (M-1), Heavy Industrial (M-2), and CBD (C-3).

The Iowa state capitol building sits on a hill on the east bank of the Des Moines River. The geographic location and the contours of the surrounding terrain make the building visible from far away. This visibility enhances the building's roles as symbol and monument. Because the building houses the state government of Iowa, it acts as a symbol of the power of the state in the urban context. Recognizing these facts, the City of Des Moines Development Department and the Capitol Planning Committee developed a Capitol View Corridor Project that set up seven visual corridors to prevent the view towards the capitol from being blocked by any future developments in what was defined as the Capitol View Dominance District. The plan lays out various restrictions as it pertains to site design and building heights and configurations. The North MLK Site is within the Capitol View Dominance District and Capitol View Corridor 7 bisects the site in a general southwest to northeast direction – the viewing direction of the state capitol building (Figure 3-20).

#### **3.5.2.4 South MLK Site**

As shown in Figure 3-19, the South MLK Site is also located in the Downtown Riverfront District (D-R). The D-R District Classification is defined in the City's zoning ordinance as follows:

- The D-R downtown riverfront district is intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years.

The zoning classifications immediately surrounding the South MLK Site are the Downtown Riverfront District (D-R) and the Light Industrial District (M-1).

It should also be noted that the South MLK Site is within the Civic Center Historic District. The District has been listed on the NRHP since 1988 and includes six public buildings and seven structures. More details regarding the District are provided later in Section 3.9 (Cultural and Historic Resources).

### **3.5.3 Summary of Land Use and Zoning**

Table 3-5 below provides a summary of the public services and utilities as they relate to the location of each site.





**Figure 3-20. Capitol View Corridor 7.**

**Table 3-5. Summary of Land Use and Zoning Associated with Each Site.**

| Parameter                                  | Existing Courthouse Site  | Former YMCA Site          | North MLK Site            | South MLK Site            |
|--|---------------------------|---------------------------|---------------------------|---------------------------|
| Land Use Designations                      | Public/Semi-Public        | Downtown Mixed Use        | Downtown Mixed Use        | Downtown Mixed Use        |
| Zoning Classifications                     | Downtown Riverfront (D-R) | Downtown Riverfront (D-R) | Downtown Riverfront (D-R) | Downtown Riverfront (D-R) |
| Within the Civic Center Historic District? | Yes                       | No                        | No                        | Yes                       |
| Within the Downtown Overlay District?      | Yes                       | Yes                       | Yes                       | Yes                       |
| Within Capitol View Corridor?              | No                        | No                        | Yes                       | No                        |

Source: City of Des Moines 2017b and 2017c.

## **3.6 ROADS, TRAFFIC, AND PARKING**

### **3.6.1 Roads and Traffic**

Des Moines is located at the crossroads of Interstate Highway (IH) 35 and 80, making it one of the few metropolitan areas that is located at the intersection of major interstate highways that run north to south and east to west. Des Moines has one of the shortest commute times in the nation, boasting that citizens can get anywhere in the metropolitan area in about 20 minutes or less.

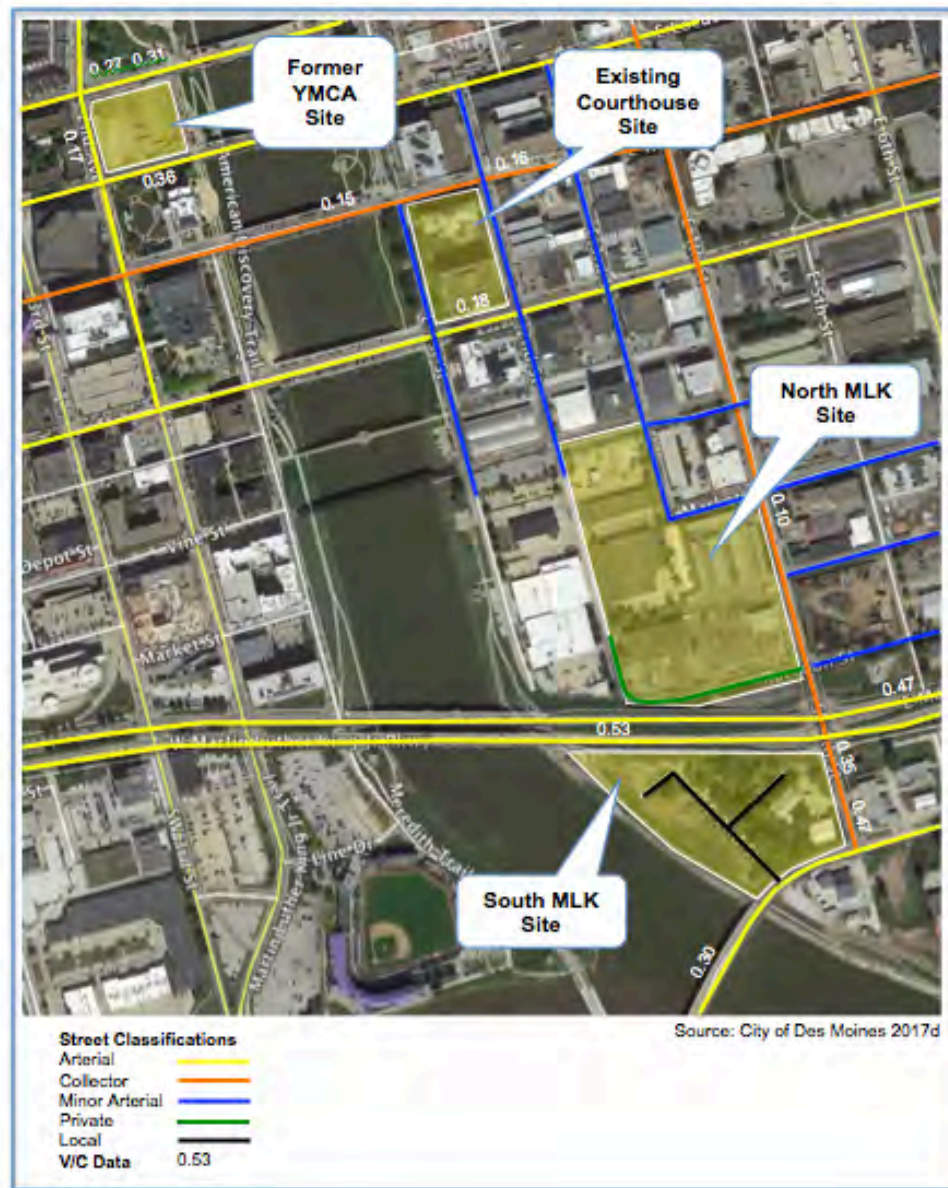
The Des Moines Area Metropolitan Planning Organization (MPO) acts as the formal transportation body for the greater Des Moines metropolitan area. Federal legislation requires every urbanized area over 50,000 people to have a MPO. MPOs are intended to ensure a continuing, cooperative, and comprehensive planning process for the area. The Des Moines Area MPO fulfills this role for approximately 20 jurisdictions in central Iowa. The MPO focuses on establishing a comprehensive, coordinated, and continuing transportation planning process that facilitates the appropriation of federal funds. The MPO provides a regional forum to ensure coordination between the public and local, state, and federal agencies in regards to planning issues and to prepare transportation plans and programs. The MPO develops both long- and short-range multimodal transportation plans, selects and approves projects for federal funding based upon regional priorities, and develops methods to reduce traffic congestion. Mobilizing Tomorrow – A Transportation Plan for a Greener Greater Des Moines (Des Moines Area MPO 2014) is the current transportation plan for the area.

The City of Des Moines Engineering Department is responsible for the construction of public infrastructure and maintaining the traffic control systems essential to the safety, health, mobility, and quality of life for citizens, business, and visitors. The Traffic and Transportation Division is responsible for traffic studies, street lighting, ROW management, traffic signs/signals, street pavement marking, parking (municipal parking garages, parking meters, and off-street parking), and Skywalk operations/maintenance throughout the City.

#### **3.6.1.1 Street Classifications**

According to City of Des Moines Traffic Engineer (City of Des Moines 2017d), the streets in the immediate vicinity of each site fall into the following five street classifications. The street classifications are shown in Figure 3-21:

- Arterial
- Minor Arterial
- Local
- Collector
- Private



**Figure 3-21. Street Classifications in the Immediate Vicinity of the Sites.**

### **3.6.1.2 Traffic Counts, Level of Service (Congestion), and Traffic Analysis**

#### **Traffic Counts**

The IDOT updates City and County traffic maps every four years. The latest complete counts for Des Moines are for the year 2012. The Iowa DOT preliminary traffic counts (annual average daily traffic) for the year 2016 are shown below in Figure 3-22. The counts are summarized in Table 3-6.





**Figure 3-22. Traffic Counts for Streets in the Vicinity of Each Site.**

**Table 3-6. Traffic Counts by Intersection/Road Segment.**

| Site                | Intersection/Road Segment   | Preliminary Annual Average Daily Traffic Counts |
|---------------------|---|---|
| Existing Courthouse | E Walnut Street between 1 <sup>st</sup> and 2 <sup>nd</sup> Streets | 2,610   |
|                     | E Court Avenue east of 3 <sup>rd</sup> Street                       | 5,200   |
|                     | E 1 <sup>st</sup> Street between E Walnut Street and E Court Ave.   | 8,220 <sup>1</sup>                              |
|                     | E 2 <sup>nd</sup> Street between E Walnut Street and E Court Ave.   | 1,330 <sup>1</sup>                              |
| Former YMCA         | Grand Ave. east of 2 <sup>nd</sup> Street                           | 7,400   |
|                     | Locust Street Bridge  | 6,400   |
|                     | 2 <sup>nd</sup> Ave. south of Market Street                         | 11,100  |
| North MLK           | E Market Street at SE 3 <sup>rd</sup> Street Intersection           | 2,531 <sup>1</sup>                              |
|                     | Raccoon Street west of SE 4 <sup>th</sup> Street                    | 3,237 <sup>1</sup>                              |
|                     | MLK Jr. Pkwy. west of SE 4 <sup>th</sup> Street                     | 8,902   |
|                     | E 1 <sup>st</sup> Street at Southern Terminus                       | 2,531 <sup>1</sup>                              |
|                     | E 2 <sup>nd</sup> Street at Southern Terminus                       | 967 <sup>1</sup>                                |
|                     | SE 3 <sup>rd</sup> Street at E Market Street Intersection           | 2,531 <sup>1</sup>                              |
|                     | E 4 <sup>th</sup> Street south of Raccoon Street                    | 2,460   |
| South MLK           | E 4 <sup>th</sup> Street north of E Market Street                   | 2,190   |
|                     | MLK Jr. Pkwy. west of SE 4 <sup>th</sup> Street                     | 8,900   |
|                     | Allen Street east of SE 2 <sup>nd</sup> Street                      | 853 <sup>1</sup>                                |
|                     | Scott Ave. Bridge   | 4,590 <sup>1</sup>                              |
|                     | SE 2 <sup>nd</sup> Street north of Allen Street                     | 1,420 <sup>1</sup>                              |
|                     | SE 4 <sup>th</sup> Street south of MLK Jr. Pkwy.                    | 1,430   |

Source: IDOT 2017a

1 - 2016 preliminary data unavailable, 2012 reported data presented.



## Level of Service Data

Transportation planners and engineers often look at Level of Service (LOS) to evaluate how roads are performing. Specifically, LOS indicates how well traffic is flowing. LOS is measured by calculating automobile volume to roadway capacity. LOS is represented using letters A through F, with A indicating free flowing traffic and F representing gridlock (Table 3-7) (Des Moines Area MPO 2014). Volume-Demand-to-Capacity Ratio (V/C) is a measure that reflects mobility and quality of travel of a road or a section of a road. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a V/C of 1.00 indicates the roadway is operating at its capacity. V/C data for the streets in the immediate vicinity of each site is shown in Figure 3-21. Generally speaking, roads operating at a V/C of 0.85 or below are operating at LOS D or better with good remaining capacity. Roads operating at a V/C above 0.85 are approaching congestion at LOS E or F. As shown in Figure 3-21, the roads in the immediate vicinity of each site or currently operating at acceptable levels with ample capacity for the volumes they are currently carrying (City of Des Moines 2017f).

**Table 3-7. LOS Definitions.**

| Level of Service | Definition  |
|------------------|---|
| A                | Free flow. Motorists proceed at or above the posted speed limit and have total maneuverability between lanes at all times.  |
| B                | Reasonably free flow. Speed is maintained at A level of service, but maneuverability between lanes is somewhat restricted.  |
| C                | Stable flow. Traffic still flows at on near free flow conditions. Posted speed limit is maintained, but maneuverability between lanes requires noticeably more driver awareness |
| D                | Approaching unstable flow. Speeds begin to decrease and maneuverability is limited. Driver comfort diminishes.  |
| E                | Unstable flow. Traffic flow becomes inconsistent with rapid variations in speed. Almost no usable gaps remain in traffic. Any incident can cause significant delays.            |
| F                | Forced or breakdown flow. Traffic gridlock with frequent slowing and unpredictable travel time. Road is in a “traffic jam” condition.   |

Source: Des Moines Area MPO 2014

## Traffic Analysis (Pedestrian, Bicycle, Transit, and Vehicular)

The City of Des Moines, Engineering, Traffic and Transportation Division requires a Traffic Analysis to be completed for any proposed change in site use for a property located within the City that is anticipated to create 50 or more vehicular trips entering and exiting a property during peak traffic hours. The City requires this analysis in order to identify existing and anticipated issues at intersections or other nearby roadways for all modes of transportation. City guidance states that design for any proposed development should:

- Address safe and efficient ingress/egress from new developments
- Support the vision and goals of Plan DSM
- Address the mobility of pedestrians, bicyclists, transit, and vehicular traffic

For developments that are expected to generate between 50 and 100 vehicular trips in a peak hour, a Traffic Review must be completed. For sites that are expected to generate more than 100 vehicular peak hour trips, a Traffic Impact Study will need to be completed. As part of the traffic analysis planning process, the City provides developers a “Quick Reference” guide that outlines example developments that would likely generate more than 50 and 100 trips during peak travel times, and therefore require a Traffic Review or Traffic Impact Study (Table 3-8) (City of Des Moines 2017e).

**Table 3-8. Relevant Examples of Developments Generating More than 50 and 100 Trips in the Peak Hour.**

| Traffic Analysis Level | Development Type | Number of Trips in the Peak Hour | Greater Than | Units (square feet) |
|------------------------|------------------|----------------------------------|--------------|---------------------|
| Traffic Review         | Office           | 50                               | 35,000       | sf                  |
| Traffic Impact Study   | Office           | 100                              | 65,000       | sf                  |

Source: City of Des Moines 2017e.

### 3.6.1.3 Planned Road and Bridge Projects

There are currently no planned road improvement projects in the immediate area (City of Des Moines 2017f and DMAMPO 2017). There are four planned/programmed bridge replacement and/or rehabilitation projects in the vicinity of the sites (Figure 3-23). Table 3-9 provides the anticipated construction schedule for each bridge project (City of Des Moines 2016b):

- Locust Street Bridge Replacement
- Court Avenue Bridge Rehabilitation (contributing structure in the Civic Center Historic District)
- Scott Avenue Bridge Rehabilitation (contributing structure in the Civic Center Historic District)
- SW 1<sup>st</sup> Street Multi-Use Bridge Rehabilitation (contributing structure in the Civic Center Historic District)

**Table 3-9 Anticipated Bridge Construction Scheduling.**

| Project/<br>Bridge           | Type           | Site Nearby                        | Anticipated Construction Date<br>(road open) <sup>1</sup> | Anticipated<br>Construction Date<br>(road closed) <sup>1</sup> |
|------------------------------|----------------|------------------------------------|---|--|
| Locust<br>Street             | Replacement    | Existing Courthouse<br>Former YMCA | Aug.-Sept. 2018<br>Nov. 2019-July 2020                    | Sept. 2018-Nov. 2019   |
| Court<br>Avenue              | Rehabilitation | Existing Courthouse<br>North MLK   | Nov. 2018-June 2019                                       | April-Nov. 2018  |
| Scott<br>Avenue              | Rehabilitation | South MLK                          | Oct. 2018-Mar. 2019<br>Nov. 2019-June 2020                | Mar.-Nov. 2019   |
| SW 1 <sup>st</sup><br>Street | Rehabilitation | South MLK                          | Jan.-Mar. 2020<br>Nov. 2020-June 2021                     | Mar.-Nov. 2020   |

Source: City of Des Moines 2016b.

1 – Dates are estimates and are subject to change.



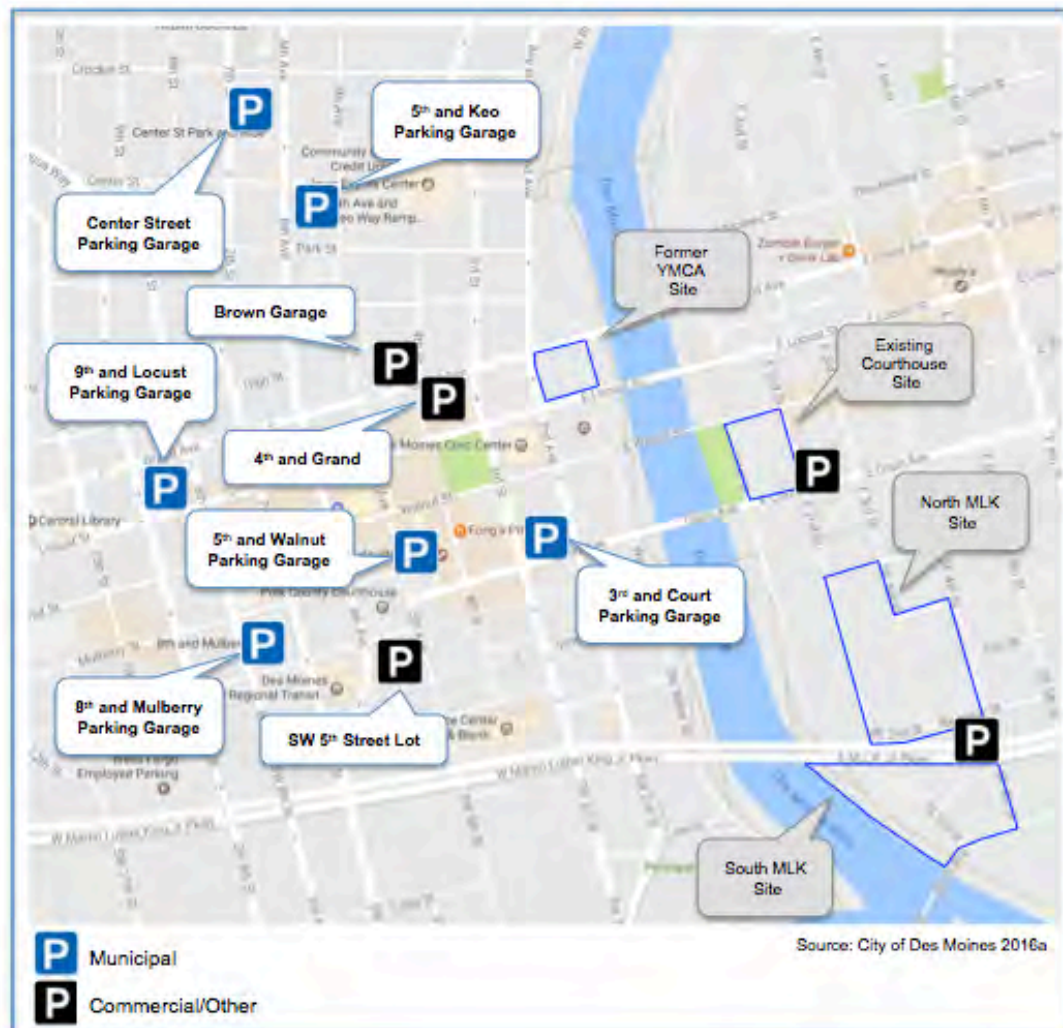
**Figure 3-23. Planned/Programmed Bridge Improvement Projects  
in the Vicinity of the Sites.**

### 3.6.2 Parking

As mentioned above, the City of Des Moines Transportation Division is responsible for parking operations in the City (i.e., municipal parking garages, parking meters, and off-street parking). There are currently six municipal parking garages in the downtown area. All are managed by an outside commercial entity:

- Center Street Park and Ride – 904 vehicle capacity
- 8<sup>th</sup> and Mulberry – 843 vehicle capacity
- 5<sup>th</sup> and Keo – 600 vehicle capacity
- 5<sup>th</sup> and Walnut – 1,061 vehicle capacity
- 3<sup>rd</sup> and Court – 750 vehicle capacity
- 9<sup>th</sup> and Locust – 1,102 vehicle capacity

The locations of the municipal parking garages are shown in Figure 3-24. There are a total of 5,260 available parking spots in all six municipal garages. As shown, the Former YMCA site is the only site with a municipal parking garage in the immediate vicinity. The 3<sup>rd</sup> and Court and 5<sup>th</sup> and Walnut parking garages are approximately three and four blocks (respectively) south/southwest of the Former YMCA site. These two



**Figure 3-24. Parking Garages and Lots in the Vicinity of Each Site.**

parking garages have a total vehicle capacity of 1,811. There are no municipal parking garages in the vicinity of the remaining three sites. As shown in Figure 3-24, there are three additional commercially owned parking facilities in the vicinity of the Former YMCA Site. The closest are the 4<sup>th</sup> and Grand and Brown Garages with a combined vehicle capacity of 1,470. Both garages are located approximately two blocks west of the Former YMCA Site. There is also one parking lot immediately east of the Existing Courthouse Site (East Court Avenue Parking Lot, ownership unknown) with approximately 75 available spaces and a small parking lot at the southeast corner of the North MLK Site (ownership unknown) with approximately 45 available parking spaces.

In addition to the municipal and commercially owned parking garages and lots in the downtown area, the City maintains over 4,000 on-street metered parking spaces. Figure 3-25 shows the on-street metered parking spaces generally within a three to four block walking distance of each site. According to City of Des Moines data (City of Des Moines 2017g), there are approximately 270 spaces in the vicinity of the Existing Courthouse Site, approximately 280 in the vicinity of the Former YMCA Site, and approximately 10 in the vicinity of the North MLK Site. There are no on-street metered parking spaces near the South MLK Site. A summary of available parking near each site is provided in Table 3-10.





Figure 3-25. On-Street Metered Parking in the Vicinity of Each Site.

**Table 3-10. Summary of Available Parking in the Vicinity of All Sites.**

| Site                | Parking Facilities in the Vicinity of Each Site <sup>1</sup> |                            |                       |                      |                            |
|---------------------|--|----------------------------|-----------------------|----------------------|----------------------------|
|                     | Municipal<br>Garages/Lots                                    | Commercial<br>Garages/Lots | Other<br>Garages/Lots | On-Street<br>Metered | Total Available<br>Parking |
| Existing Courthouse | 0  | 0                          | 75                    | 270                  | 345                        |
| Former YMCA         | 1,811  | 1,470                      |                       | 280                  | 3,561                      |
| North MLK           | 0  | 0                          | 45                    | 10                   | 55                         |
| South MLK           | 0  | 0                          |                       | 0                    | 0                          |

1 – Generally within a three to four block walking distance from each site.

Source: Municipal Data - City of Des Moines 2016a and 2017g.

### 3.6.3 Summary of Roads, Traffic, and Parking

Table 3-11 below provides a summary of the roads, traffic, and parking facilities as they relate to the location of each site.

**Table 3-11. Summary of Road, Traffic, and Parking Data for Each Site.**

| Parameter                                   | Existing Courthouse Site   | Former YMCA Site   | North MLK Site   | South MLK Site  |
|---|--|--|--|---|
| Adjacent Street Classifications             | E. Walnut St. – Collector<br>Court Ave. – Arterial<br>E 1 <sup>st</sup> St. – Minor Arterial<br>E 2 <sup>nd</sup> St. – Minor Arterial | Grand Ave. – Arterial<br>E. Locust St. – Arterial<br>2 <sup>nd</sup> Ave. – Arterial | E 4 <sup>th</sup> St – Collector<br>E. Market St. – Minor Arterial<br>Raccoon St. – Private<br>MLK Jr. Pkwy - Arterial | MLK Jr. Pkwy – Arterial<br>Scott Ave. – Arterial<br>SE 2 <sup>nd</sup> St. - Local    |
| Adjacent Street V/C Data                    | E. Walnut Street – 0.15, 0.16<br>Court Avenue – 0.18<br>E 1 <sup>st</sup> St. – No Data<br>E 2 <sup>nd</sup> St. – No Data             | Grand Ave. – 0.27, 0.31<br>E. Locust St. – 0.36<br>2 <sup>nd</sup> Ave. – 0.17       | E 4 <sup>th</sup> St – 0.10<br>E. Market St. – No Data<br>Raccoon St. – No Data<br>MLK Jr. Pkwy – 0.47, 0.53           | MLK Jr. Pkwy – 0.47, 0.53<br>Scott Ave. – 0.30<br>SE 2 <sup>nd</sup> St. – 0.35, 0.47 |
| Planned Bridge Construction in the Vicinity | Locust St. Bridge<br>Court Ave. Bridge   | Locust St. Bridge<br>Court Ave. Bridge   | Court Ave. Bridge  | Scott Ave. Bridge<br>SW 1 <sup>st</sup> St. Bridge                                    |
| Off-Street Parking in the Vicinity          | 0  | 3,281  | 0  | 0   |
| On-Street Metered Parking                   | 270  | 280  | 10   | 0   |

Source: City of Des Moines 2016a, 2016b, 2017d, 2017g.

## 3.7 AIR QUALITY

Federal regulations (40 CFR §81) have defined Air Quality Control Regions (AQCRs) or airsheds for the entire U.S. AQCRs are based on population and topographic criteria for groups of counties within a state, or counties from multiple states, that share a common geographical or pollutant concentration characteristic. Polk County is located within the South Central Iowa AQCR or AQCR 092. The South Central Iowa AQCR is currently designated by the USEPA as being in “attainment” for all NAAQS criteria pollutants.

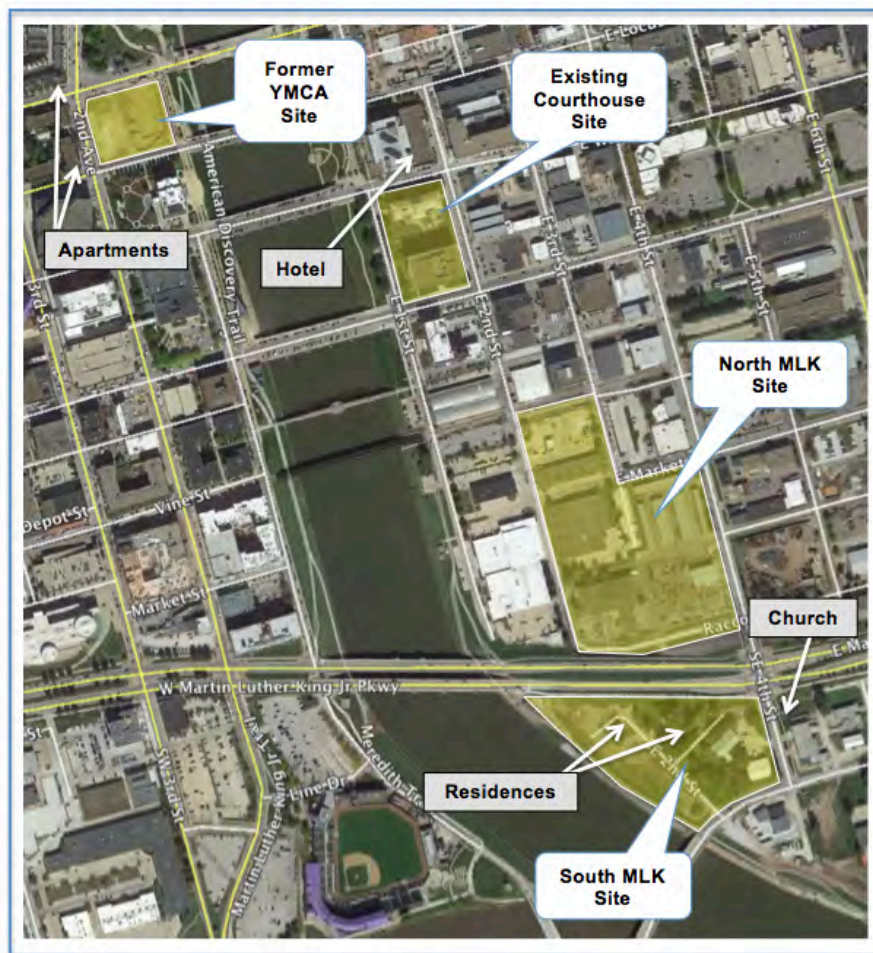
## 3.8 NOISE AND VIBRATION

Generally accepted average day-night sound pressure levels fall in a range between 50 dB in quiet suburban areas to 70 dB in very noisy urban areas (USEPA 1974). The day-night sound level is a cumulative metric that accounts for the total sound energy occurring over a 24-hour period, with nighttime noise (occurring from 10 p.m. to 7 a.m.) more heavily weighted to reflect community sensitivity during nighttime hours. Seventy-five (75) dB is generally considered unacceptable in urban areas with 85 dB being unacceptable in industrial areas (Housing and Urban Development [HUD]).

As mentioned earlier in Section 1.3.2.8, the City of Des Moines has established and implemented a noise ordinance (Chapter 42, Article IV – Noise Control). The noise control ordinance establishes specific guidelines for permissible sound levels by land use. The four locations under consideration for the future Federal Courthouse have some variation with regard to the distance and direction to the nearest sensitive noise receptors. Table 3-12 presents a summary of applicable receptors and the distances for each site. The locations are shown in Figure 3-26.

**Table 3-12. Sensitive Noise Receptors in the Immediate Vicinity of Each Site.**

| Site Location            | Surrounding Property Use | Nearest Sensitive Noise Receptor                            | Approximate Distance to Property Line from Center of Property | City of Des Moines Applicable Sound Level (dBA) for Receiving Land Use |
|--------------------------|--------------------------|---|---|--|
| Existing Courthouse Site | Commercial               | Hotel approximately 275 feet to the north                   | 140   | 65   |
| Former YMCA Site         | Commercial/Residential   | Apartments approximately 250 feet to the west and northwest | 140   | 65   |
| North MLK Site           | Industrial               | Residences >750 feet to the south (South MLK Site)          | 650   | 60-65  |
| South MLK Site           | Industrial               | Church > 500 feet to the east                               | 450   | 65   |



**Figure 3-26. Location of Sensitive Noise Receptors Near Each Site.**



### **3.9 CULTURAL AND HISTORIC RESOURCES**

As part of the overall planning process, the GSA prepared a Phase I Cultural and Historic Resources Inventory and Documentation Report covering each of the four sites under consideration. Detailed, on-site investigations were not conducted as part of this initial effort. The report (GSA 2017c) is on file with the GSA. GSA has also made the Iowa SHPO aware of the project and initial report (Appendix C). The findings are summarized below. Additionally, in preparation for compliance with Section 106 of the NHPA, GSA has initiated consultation with the following federally recognized tribal groups that could have an interest in the project: Iowa Tribe of Kansas and Nebraska, Iowa Tribe of Oklahoma, Sac & Fox of the Mississippi in Iowa, Sac & Fox Nation of Missouri, Sac & Fox Nation of Oklahoma, Ho-Chunk Nation, Omaha Tribe of Nebraska, Santee Sioux Tribe of Nebraska, Sisseton-Wahpeton Oyate, Yankton Sioux, Winnebago Tribe of Nebraska, Otoe-Missouria Tribe, Peoria Tribe of Oklahoma, Ponca Tribe of Nebraska, Ponca Tribe of Oklahoma, Three Affiliated Tribes, Pawnee Nation of Oklahoma, Lower Sioux Indian Community, Navajo Sioux, Shakopee Mdewakanton Sioux Community of Minnesota, Flandreau Santee Sioux, Prairie Band Potawatomi Nation, Citizen Potawatomi Nation, Upper Sioux Community, Mendota Mdewakanton Dakota Community, and the Miami Tribe of Oklahoma. The letters and any tribal responses are on file with the GSA.

#### **3.9.1 Existing Courthouse Site**

As mentioned earlier, the Existing Courthouse Site is located within the Civic Center Historic District (77-01703) on a block demarcated by Walnut Street to the north, Court Avenue to the south, and 1<sup>st</sup> and 2<sup>nd</sup> Streets to west and east, respectively. The existing U.S. Courthouse (77-07781) is considered a contributing building to the Civic Center district. The district was listed under Criteria A and C as the embodiment of significant architecture, landscape design, and community planning and development. Conceived as part of a City Beautiful re-design of the Des Moines waterfront, the City's riverside parks, fountains, plantings and municipal buildings together reflect this. Though there have been many alterations to the district since it was listed in 1988, it retains integrity. At the time of the site visit, a major reconstruction of the riverfront park immediately west of the Existing Courthouse Site was underway.

In addition to the U.S. Courthouse, the privately-owned Federal Courthouse Annex is also located at the site. There is parking between the two buildings and an addition off the south façade of the historic courthouse. The area is urban and the surrounding buildings are mix of 19<sup>th</sup>-Century and 20<sup>th</sup>-Century commercial and civic buildings.

#### **3.9.2 Former YMCA Site**

The Former YMCA Site is located on the west side of the Des Moines River in downtown Des Moines. It is bounded by Locust Street to the south, 2<sup>nd</sup> Street to the west, Grand Avenue to the north, and the riverside park along the river to the east. Grand Avenue was inaccessible at the time of site visit due to construction. The surrounding area is a mix of historic and contemporary buildings employed in a variety of civic and business uses. Previously the site was home to the Des Moines YMCA (77-10696) before it was demolished in 2015. Aerial views and photo evidence from the period depict a large amount of earth removal that occurred within the building's footprint after the demolition. The ground has since been filled and leveled. It is presently vacant. The remains of an asphalt parking lot are present over the surface of the lot on the west side along 2<sup>nd</sup> Street. The NRHP-eligible Bird's Run Creek/Sewer bisects the Former YMCA Site (see Figure 3-12).

#### **3.9.3 North MLK Site**

The North MLK Site is located on the east side of the Des Moines River. The site is bordered by Raccoon Street and MLK Jr. Parkway on the south. The border then runs north up 4<sup>th</sup> St., turns west at Market St., then jogs north again at 3<sup>rd</sup> to the railroad tracks which serve as the north boundary. The western edge of the site is delineated by 2<sup>nd</sup> Street.



Historically, development of the North MLK site revolved around the railroad. Surrounding neighborhoods still contain some warehouses and other similar structures from the late 19<sup>th</sup> and early 20<sup>th</sup>-Centuries though many features such as the roundhouse, which was located one block east of North MLK, have been demolished. All the buildings within the project area are utilitarian modern structures built within the last 50 years. They consist of large pole-barn garages and masonry structures used by the City, Mid-American Energy, and other businesses. Some traces of the area's railroad history remain within the North MLK site. Active railroad tracks demarcate the northern extent of the survey area while two defunct tracks run east-west through the project area near the intersection of 4<sup>th</sup> St. and Elm St. The North MLK site does not possess a level of integrity related to its rail history to merit consideration for listing in the NRHP.

East MLK Jr. Parkway lies just south of the southern extent of the North MLK Site. The construction of the Parkway modified the previous street configuration by terminating Raccoon, 1<sup>st</sup>, and 2<sup>nd</sup> Streets. The Parkway is elevated above the surrounding neighborhoods and a retaining wall, earthen berm, and fence separates it from the North MLK Site. The western boundary of the site is marked by East 2<sup>nd</sup> Street with the MidAmerican Energy facilities immediately to the west. There are no eligible, listed or unevaluated cultural resources located within the North MLK project area.

### **3.9.4 South MLK Site**

The South MLK Site lies just south of the East MLK Jr. Parkway and the North MLK Site. The South MLK Site is low-lying and is bordered on the north by the high berm of the Parkway and by the riverfront levee to the west. The south border is demarcated by Scott Avenue and the east border by 4<sup>th</sup> Street. SE 2<sup>nd</sup> Street runs northwest to southeast through the center of the site. Allen Street, no longer a through street, intersects with 2<sup>nd</sup> in the center of the site.

This area is part of what is known the Scott Street Dam Redevelopment Area – a reference to the adjacent Scott Street Dam, which was originally installed in 1917 and rebuilt in 1938. The neighborhood's proximity to the rail yard and factories to the north encouraged the settlement of working class German and Irish in the 19<sup>th</sup>-Century. Later the larger area became known as Roadside and Mexican American families began settling here after WWII (SHPO 1979).

Most of the structures have now been demolished within the South MLK Site, though two houses remain. One of these is the unevaluated Paul J. Johnson House at 454 2<sup>nd</sup> St. (77-11232 and 77-11135). The other house, 467 2<sup>nd</sup> Street, is not listed in the Iowa SHPO files as having been previously surveyed but this may be an address error. Both buildings are simple, two story, Folk Victorian dwellings. 467 2<sup>nd</sup> Street has a detached garage at the rear of the lot. All other domestic structures listed in the record search results were no longer present resulting in a site mostly composed of empty lots. Street side tree plantings and sidewalks do remain, however, so the previous residential use of the land is evident.

A historic dump is also located at the South MLK Site (13PK990). Visual inspection of this area indicated recent large earth moving activities, possibly related to flood control measures or utility installation/maintenance. This site has been determined to not be eligible for the NRHP. Lastly, the South MLK Site includes the Civic Center Historic District (77-01703) along the waterfront on the site's western edge. Definitive features that contribute to the district in this area include the concrete rail along the water.

### **3.9.5 Summary of Cultural and Historic Resources**

Table 3-13 provides a summary of the cultural and historic resources at each site.

**Table 3-13. Cultural and Historic Resources at Each Site.**

| <b>Existing Courthouse Site</b>   |  |                                |
|-----------------------------------|--|--------------------------------|
| <b>Site ID#</b>                   | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> |
| 77-01703                          | Civic Center Historic District                       | Listed                         |
| 77-07781                          | United States Courthouse                             | Listed                         |
| <b>Former YMCA Site</b>           |  |                                |
| <b>Site ID#</b>                   | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> |
| N/A                               | Bird's Run Creek/Sewer                               | Eligible                       |
| 13PK880                           | Structure/Building Remains                           | Not Eligible                   |
| 77-10696                          | YMCA   | Contributing (not extant)      |
| <b>North MLK Site<sup>1</sup></b> |  |                                |
| <b>Site ID#</b>                   | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> |
| N/A                               | NA   | N/A                            |
| <b>South MLK Site</b>             |  |                                |
| <b>Site ID#</b>                   | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> |
| 13PK990                           | Historic Dump  | Not Eligible                   |
| 77-01703                          | Civic Center Historic District                       | Listed                         |
| 77-02730                          | House (456 SE 2 <sup>nd</sup> St.)                   | Not Eligible (not extant)      |
| 77-02731                          | House (501 SE 2 <sup>nd</sup> St.)                   | Not Eligible (not extant)      |
| 77-02733                          | House (515 SE 2 <sup>nd</sup> St.)                   | Not Eligible (not extant)      |
| 77-05473                          | Building (Allen at 3 <sup>rd</sup> St.)              | Not Eligible (not extant)      |
| 77-10404                          | House (451 SE 2 <sup>nd</sup> St.)                   | Unevaluated (not extant)       |
| 77-10407                          | Sun Tool, Inc. (300 Allen St.)                       | Unevaluated (not extant)       |
| 77-11135                          | House (454 SE 2 <sup>nd</sup> St.)                   | Unevaluated                    |
| 77-11136                          | Building (466 SE 2 <sup>nd</sup> St.)                | Unevaluated (not extant)       |
| 77-11231                          | Collins, James, House (456 SE 2 <sup>nd</sup> St.)   | Unevaluated (not extant)       |
| 77-11232                          | Johnson, Paul J., House (454 SE 2 <sup>nd</sup> St.) | Unevaluated                    |

1 - There are no cultural resources within the boundaries of the North MLK Site.

2 - Based on information provided by the Iowa SHPO.

## **SECTION 4.0 ENVIRONMENTAL CONSEQUENCES**

This section of the EA forms the basis for the comparison of the alternatives identified earlier in Section 2.4. The organization of this section mirrors that of Section 3.0 and describes the likely environmental consequences of taking no action and those associated with construction and operation of a new Federal Courthouse (or new addition in the case of the Existing Courthouse Site) at each of the four sites under consideration (i.e., the Existing Courthouse, Former YMCA, North MLK, and South MLK Sites). The likely environmental consequences have been summarized earlier in Section 2.5 (see Table 2-2).

### **4.1 HAZARDOUS MATERIALS, WASTE, AND/OR SITE CONTAMINATION**

#### **4.1.1 No Action Alternative**

Implementing the no action alternative would result in no significant hazardous materials, waste, and/or site contamination impacts. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant hazardous impacts would be anticipated.

#### **4.1.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would be expected to result in no significant hazardous materials, waste, or site contamination impacts. As mentioned earlier in Section 3.1.1, a Phase I ESA conducted at the site in March 2017 resulted in the identification of two RECs and other issues associated with the site (i.e., the potential for ACM and/or LBP at the historic Federal Courthouse building). Further research and/or investigations were recommended, however, none have been conducted as of yet. As a result, prior to any ground-disturbing or construction activities at the Existing Courthouse Site, further research and/or subsurface soil/groundwater investigations would be conducted in an effort to satisfy the recommendations made in the Phase I ESA. Remediation would be implemented as warranted. These measures would ensure no significant impacts as they relate to the historic use and potential previous soil and/or groundwater contamination issues associated with the site.

As part of this assessment it was determined that ACMs and LBP are present within the historic Federal Courthouse building and management plans have been developed and implemented in accordance with prevailing regulations and guidance (reports on file with the GSA). As a result of ACMs and LBP being present, prior to any construction or remodeling activities associated with the building, appropriate remedial activities would be developed and implemented. This would ensure no significant impacts as a result of existing ACMs and LBP.

Additionally, as discussed in Section 2.4.2.3, all construction contractors, in accordance with all applicable laws and regulations, would be required to conduct all substantial equipment maintenance at an off-site location. On-site equipment repairs (within the established storage or staging area) would be limited to routine daily maintenance and repairs. Any generated wastes would be recycled or disposed of according to all applicable regulations. All construction debris would be recycled or disposed of at an approved landfill in accordance with all applicable Federal, state, and local laws and regulations. Similarly, any hazardous wastes generated during the construction or resulting from construction/demolition activities (including oils, lubricants, fuels, solvents, asbestos, lead-based paint, PCB-containing materials, mercury, etc.) would be disposed of in accordance with all Federal, state, and local regulations. The contractor would be required to adhere to all Federal guidelines pertaining to solid waste disposal. These measures would further ensure no significant impacts as a result of construction/renovation activities. Future court operations would not be anticipated to result in the significant use, storage, or disposal of hazardous materials.

### **4.1.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would be expected to result in no significant hazardous materials, waste, or site contamination impacts. As mentioned earlier in Section 3.1.2, a Phase I ESA conducted at the site in October 2016 resulted in the identification of four RECs in connection with the property. Follow-on subsurface investigations later that same month concluded that soil and groundwater from the five borings/temporary monitoring wells installed at the site had not been impacted at levels exceeding the Iowa IAC Chapter 135 or 137 SWS with the exception of Arsenic in groundwater at one boring which slightly exceeds the SWS for a PGWS. According to the report, the Arsenic in groundwater concentration reported in one boring exceeded the IAC Chapter 137 SWS for a PGWS, but did not exceed the SWS for a NPGWS. Although evaluation to formally determine the hydraulic conductivity was not conducted as part of the effort, it was the conclusion of the report authors that the site would likely be considered a PGWS due to the soil geology and groundwater recovery/recharge observed during field activities. Both the City of Des Moines and Polk County have ordinances (City of Des Moines Ordinance Number 49.3[11] and Polk County Ordinance Chapter IV) for use as institutional controls to restrict the installation of drinking and non-drinking water wells. These ordinances have been submitted to, and approved by, the IDNR as sufficient institutional controls. This effectively eliminates the PGWS classification as a risk pathway and the more stringent SWS. As a result, the IAC Chapter 137 SWS for a NPGWS would likely apply to the Former YMCA Site. As a result, there would be no Arsenic exceedance and therefore, no significant impacts resulting from prior uses at and around the site.

As discussed earlier in Section 2.4.3.3, all construction contractors, in accordance with all applicable laws and regulations, would be required to conduct all substantial equipment maintenance at an off-site location. On-site equipment repairs (within the established storage or staging area) would be limited to routine daily maintenance and repairs. Any generated wastes would be recycled or disposed of according to all applicable regulations. All construction debris would be recycled or disposed of at an approved landfill in accordance with all applicable Federal, state, and local laws and regulations. Similarly, any hazardous wastes generated during the construction or resulting from construction/demolition activities (including oils, lubricants, fuels, solvents, asbestos, lead-based paint, PCB-containing materials, mercury, etc.) would be disposed of in accordance with all Federal, state, and local regulations. The contractor would be required to adhere to all Federal guidelines pertaining to solid waste disposal. These measures would further ensure no significant impacts as a result of construction activities. Future court operations would not be anticipated to result in the significant use, storage, or disposal of hazardous materials.

### **4.1.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would be expected to result in no significant hazardous materials, waste, or site contamination impacts. As mentioned earlier, the North MLK Site is comprised of multiple properties (and City streets) owned by MidAmerican Energy Company and the City of Des Moines (see Figure 2-6). There is an approximate 7.5-acre institutionally controlled portion of the existing MidAmerican Energy property, immediately west of the North MLK Site (see Figure 2-6). A portion of the overall MidAmerican property was at one time the location of the Des Moines Two Rivers MGP. Operations at this facility resulted in extensive soil, groundwater, and potentially surface water contamination. Remedial actions have taken place in the past and monitoring activities are currently on-going at the property. A Phase I ESA conducted at the site in March 2017 resulted in the identification of 12 RECs and several other issues associated with the site – most associated with the former MGP. Further research and/or investigations were recommended. As a result, prior to any ground-disturbing or demolition activities at the North MLK Site, further research and/or subsurface soil/groundwater investigations would be conducted in an effort to satisfy the recommendations made in the Phase I ESA. Remediation would be implemented as warranted. These measures would ensure no significant impacts as they relate to the historic use and potential previous soil and/or groundwater contamination issues associated with the site.

As part of the Phase I ESA investigations, it was determined that ACMs are present within the four main MidAmerican Energy buildings that occupy a portion of the North MLK Site. MidAmerican has developed



management plans for each building and ACMs are currently managed in place with remedial action implemented as warranted for remodeling, renovations, etc. As a result of the known presence of ACM at the MidAmerican buildings, prior to any demolition or construction activities associated with the buildings, appropriate remedial activities would be developed and implemented. Prior to demolition and/or construction activities associated with this site, remedial activities would be implemented as warranted to ensure no significant impacts as a result of any existing ACMs and LBP.

As discussed in Section 2.4.4.3, all construction contractors, in accordance with all applicable laws and regulations, would be required to conduct all substantial equipment maintenance at an off-site location. On-site equipment repairs (within the established storage or staging area) would be limited to routine daily maintenance and repairs. Any generated wastes would be recycled or disposed of according to all applicable regulations. All construction debris would be recycled or disposed of at an approved landfill in accordance with all applicable Federal, state, and local laws and regulations. Similarly, any hazardous wastes generated during the construction or resulting from construction/demolition activities (including oils, lubricants, fuels, solvents, asbestos, lead-based paint, PCB-containing materials, mercury, etc.) would be disposed of in accordance with all Federal, state, and local regulations. The contractor would be required to adhere to all Federal guidelines pertaining to solid waste disposal. These measures would further ensure no significant impacts as a result of construction activities. Future court operations would not be anticipated to result in the significant use, storage, or disposal of hazardous materials.

#### **4.1.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would be expected to result in no significant hazardous materials, waste, or site contamination impacts. Prior to demolition and/or construction activities associated with this site, remedial activities would be implemented as warranted. These measures would ensure no significant impacts as they relate to the historic use and potential previous soil and/or groundwater contamination issues.

As part of the Phase I ESA investigations, it was determined that due to the unknown age of several structures at the site, the presence of ACMs and LBP is a possibility. As a result, prior to any demolition or construction activities associated with the structures at the site, asbestos and LBP surveys would be conducted and remedial activities implemented as warranted. This would ensure no significant impacts as a result of existing ACMs and LBP.

As discussed in Section 2.4.5.3, all construction contractors, in accordance with all applicable laws and regulations, would be required to conduct all substantial equipment maintenance at an off-site location. On-site equipment repairs (within the established storage or staging area) would be limited to routine daily maintenance and repairs. Any generated wastes would be recycled or disposed of according to all applicable regulations. All construction debris would be recycled or disposed of at an approved landfill in accordance with all applicable Federal, state, and local laws and regulations. Similarly, any hazardous wastes generated during the construction or resulting from construction/demolition activities (including oils, lubricants, fuels, solvents, asbestos, lead-based paint, PCB-containing materials, mercury, etc.) would be disposed of in accordance with all Federal, state, and local regulations. The contractor would be required to adhere to all Federal guidelines pertaining to solid waste disposal. These measures would further ensure no significant impacts as a result of construction activities. Future court operations would not be anticipated to result in the significant use, storage, or disposal of hazardous materials.

### **4.2 SOCIOECONOMICS (INCLUDING ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN)**

#### **4.2.1 No Action Alternative**

Implementing the no action alternative would result in no significant socioeconomic (including environmental justice and protection of children) impacts. Under the no action alternative, court operations

would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant socioeconomic impacts would be anticipated.

#### **4.2.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would be expected to result in no significant socioeconomic (including environmental justice and protection of children) impacts. As discussed in Section 3.2, the Existing Courthouse Site is in an area (BG 005100-01) considered to be largely minority in nature (i.e., areas where 50 percent of the population or percentage of the area is meaningfully greater than the minority population percentage of the general population). The minority population in the area is 67 percent. This is not considerably higher than the larger USCB Tract (005100) that demonstrates an approximate 42 percent minority population. The number of children in the BG comprising the Existing Courthouse Site is approximately 12 percent (compared to 6 percent of the larger Tract group).

Implementing this alternative would result in no new measurable long-term employment opportunities; however, short-term employment changes could be realized during construction/renovation activities. A limited short-term economic gain could be realized within the area as a result of construction worker food and beverage sales, sundry purchases, hotel/motel accommodations, etc. Additional short-term economic gains could be realized in the form of construction materials purchasing and equipment/vehicle rental. Long-term socioeconomic benefits could be realized if the development were to serve as a catalyst for future development/redevelopment in the area.

The Existing Courthouse Site is also located in a poverty area (areas where 20 percent or more of the population is at or below the poverty level). Thirty six percent of the families in the area are considered to be in poverty. Again, this is fairly consistent with the larger Tract sampling area that demonstrates 26 percent poverty. Although implementing this alternative would not be expected to result in a need for additional housing, should the development serve as a catalyst for future development/redevelopment in the area, additional housing starts and/or rentals could be realized.

Even though the site is located in an area considered as being largely minority and low-income in nature, construction and operation of a new Federal Courthouse addition would not be expected to result in disproportionate impacts to these individuals or populations. As mentioned, there would likely be some temporary inconveniences as a result of construction activities (e.g., construction equipment noise, temporary road closures/detours and utility disruptions, etc.); however, the potential benefits (e.g., short-term economic gains during construction activities, long-term benefits should the development serve as a catalyst for future development/redevelopment in the area, etc.) would be expected to outweigh any short-term inconveniences. Additionally, there are several environmental resources or other related issues that can be considered typical indicators of disproportionate impacts to children and minority and low-income persons/communities. These issues often include increases in air pollution, increases in noise, hazardous materials use, storage, and transport, pollution of rivers and streams, pollution of drinking water, decreased opportunities for employment, and impacts to public transit. As demonstrated in later sections of this EA, implementing this alternative would not be expected to result in any significant impacts to these resources or indicator issues. As a result, no significant socioeconomic impacts would be anticipated.

#### **4.2.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would be expected to result in no significant socioeconomic (including environmental justice and protection of children) impacts. As discussed in Section 3.2, the Former YMCA Site is not in an area (BG 005100-03) considered to be minority in nature (i.e., areas where 50 percent of the population or percentage of the area is meaningfully greater than the minority population percentage of the general population). The minority population in the area is 21 percent. This is half that of the larger USCB Tract (005100) that demonstrates an approximate 42 percent minority population. The number of children

in the BG comprising the Former YMCA Site is approximately 4 percent (compared to 6 percent of the larger Tract group).

Implementing this alternative would result in no new measurable long-term employment opportunities; however, short-term employment changes could be realized during construction/renovation activities. A limited short-term economic gain could be realized within the area as a result of construction worker food and beverage sales, sundry purchases, hotel/motel accommodations, etc. Additional short-term economic gains could be realized in the form of construction materials purchasing and equipment/vehicle rental. Long-term socioeconomic benefits could be realized if the development were to serve as a catalyst for future development/redevelopment in the area.

The Former YMCA Site is also not considered to be located in an area of poverty (areas where 20 percent or more of the population is at or below the poverty level). Nine percent of the families in the area are considered to be in poverty, compared to the larger Tract sampling area that demonstrates 26 percent poverty. Although implementing this alternative would not be expected to result in a need for additional housing, should the development serve as a catalyst for future development/redevelopment in the area, additional housing starts and/or rentals could be realized.

#### **4.2.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would be expected to result in no significant socioeconomic (including environmental justice and protection of children) impacts. As discussed in Section 3.2, the North MLK Site is in an area (BG 005200-03) considered to be largely minority nature (i.e., areas where 50 percent of the population or percentage of the area is meaningfully greater than the minority population percentage of the general population). The minority population in the area is 72 percent. This is slightly more than the larger USCB Tract (005200) that demonstrates an approximate 62 percent minority population. The number of children in the BG comprising the North MLK Site is approximately 32 percent (compared to 3 percent of the larger Tract group).

Implementing this alternative would result in no new measurable long-term employment opportunities; however, short-term employment changes could be realized during construction/renovation activities. A limited short-term economic gain could be realized within the area as a result of construction worker food and beverage sales, sundry purchases, hotel/motel accommodations, etc. Additional short-term economic gains could be realized in the form of construction materials purchasing and equipment/vehicle rental. Long-term socioeconomic benefits could be realized if the development were to serve as a catalyst for future development/redevelopment in the area.

The North MLK Site is also considered to be located in an area of poverty (areas where 20 percent or more of the population is at or below the poverty level). Thirty five percent of the families in the area are considered to be in poverty, compared to the larger Tract sampling area that demonstrates 27 percent poverty. Although implementing this alternative would not be expected to result in a need for additional housing, should the development serve as a catalyst for future development/redevelopment in the area, additional housing starts and/or rentals could be realized.

Even though the site is located in an area considered as being largely minority and low-income in nature and with a sizeable population of children, construction and operation of a new Federal Courthouse at the North MLK Site would not be expected to result in disproportionate impacts to these individuals or populations. As mentioned, there would likely be some temporary inconveniences as a result of construction activities (e.g., construction equipment noise, temporary road closures/detours and utility disruptions, etc.); however, the potential benefits (e.g., short-term economic gains during construction activities, long-term benefits should the development serve as a catalyst for future development/redevelopment in the area, etc.) would be expected to outweigh any short-term inconveniences. Additionally, there are several environmental resources or other related issues that can be considered typical indicators of disproportionate impacts to

children and minority and low-income persons/communities. These issues often include increases in air pollution, increases in noise, hazardous materials use, storage, and transport, pollution of rivers and streams, pollution of drinking water, decreased opportunities for employment, and impacts to public transit. As demonstrated in later sections of this EA, implementing this alternative would not be expected to result in any significant impacts to these resources or indicator issues. As a result, no significant socioeconomic impacts would be anticipated.

#### **4.2.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would be expected to result in no significant socioeconomic (including environmental justice and protection of children) impacts. As discussed in Section 3.2, the South MLK Site is in an area (BG 005200-03) considered to be largely minority nature (i.e., areas where 50 percent of the population or percentage of the area is meaningfully greater than the minority population percentage of the general population). The minority population in the area is 72 percent. This is slightly more than the larger USCB Tract (005200) that demonstrates an approximate 62 percent minority population. The number of children in the BG comprising the South MLK Site is approximately 32 percent (compared to 3 percent of the larger Tract group).

Implementing this alternative would result in no new measurable long-term employment opportunities; however, short-term employment changes could be realized during construction/renovation activities. A limited short-term economic gain could be realized within the area as a result of construction worker food and beverage sales, sundry purchases, hotel/motel accommodations, etc. Additional short-term economic gains could be realized in the form of construction materials purchasing and equipment/vehicle rental. Long-term socioeconomic benefits could be realized if the development were to serve as a catalyst for future development/redevelopment in the area.

The South MLK Site is also considered to be located in an area of poverty (areas where 20 percent or more of the population is at or below the poverty level). Thirty five percent of the families in the area are considered to be in poverty, compared to the larger Tract sampling area that demonstrates 27 percent poverty. Although implementing this alternative would not be expected to result in a need for additional housing, should the development serve as a catalyst for future development/redevelopment in the area, additional housing starts and/or rentals could be realized.

Even though the site is located in an area considered as being largely minority and low-income in nature and with a sizeable population of children, construction and operation of a new Federal Courthouse at the South MLK Site would not be expected to result in disproportionate impacts to these individuals or populations. As mentioned, there would likely be some temporary inconveniences as a result of construction activities (e.g., construction equipment noise, temporary road closures/detours and utility disruptions, etc.); however, the potential benefits (e.g., short-term economic gains during construction activities, long-term benefits should the development serve as a catalyst for future development/redevelopment in the area, etc.) would be expected to outweigh any short-term inconveniences. Additionally, there are several environmental resources or other related issues that can be considered typical indicators of disproportionate impacts to children and minority and low-income persons/communities. These issues often include increases in air pollution, increases in noise, hazardous materials use, storage, and transport, pollution of rivers and streams, pollution of drinking water, decreased opportunities for employment, and impacts to public transit. As demonstrated in later sections of this EA, implementing this alternative would not be expected to result in any significant impacts to these resources or indicator issues. As a result, no significant socioeconomic impacts would be anticipated.



## **4.3 PUBLIC SERVICES AND UTILITIES**

### **4.3.1 No Action Alternative**

Implementing the no action alternative would result in no significant impacts to public services and utilities. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant public service or utility impacts would be anticipated.

### **4.3.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would be expected to result in no significant impacts to public services or utilities. As mentioned earlier in Section 3.3.1, the site is outside the Downtown Skywalk District and no Skywalk facilities are in the immediate area. As such, no impacts would occur. Construction activities would likely result in the temporary closure of pedestrian sidewalks immediately adjacent to the site (no temporary closures of the Riverwalk would be anticipated). However, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations would be made where feasible in an effort to minimize any temporary impacts. The DART has several bus routes in the area. The primary routes and the streets they use include:

- Route 1 – Grand Avenue
- Route 4 – Grand Avenue, Locust Street, and East Walnut Street
- Route D (Downtown Shuttle) – East Walnut Street

There are also several DART bus stops associated with these routes/streets in the vicinity of the Existing Courthouse Site. The bus stops include Stop 3994 and Stop 2771, both listed as being located at East Walnut Street/East 1<sup>st</sup> Street (immediately adjacent to the Existing Courthouse Site). Implementing this alternative could result in some temporary, adjacent street lane closures/re-routes during certain phases of construction, and as a result, use of nearby bus stops could be temporarily halted/restricted (no impacts to nearby bus routes would be anticipated). However, prior to beginning construction, coordination would be conducted with the City and the DART in an effort to minimize any temporary impacts to public transportation in the immediate area. As a result, no significant impacts would be anticipated.

Implementing this alternative would not be anticipated to result in an increased need for police and fire resources within the City. Implementation would also not be expected to result in an increased use or demand on DMPS or other educational facilities or other public buildings and/or services in the area (e.g., City or County facilities and services, medical services, churches/houses of worship, etc.). The site is considered to be close (within walking distance) to a wide variety of nearby amenities including offices, restaurants, retail, shopping, etc. As mentioned earlier in Section 2.4.2.4, the 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame. It is not known at this time whether the new personnel would come from the local area or whether they (and possibly their families) would relocate to the Des Moines area. Either way, such a minor future increase in personnel would not be anticipated to put a significant demand on existing public services.

As discussed earlier in Section 3.3.2, there are multiple utility lines located within the utility ROWs/easements immediately adjacent to the Existing Courthouse Site (see Figure 3-11). There are no rail lines in the immediate area. Construction activities associated with this alternative could result in temporary interruptions to one or more of these utility services (due to potential relocations, hook-ups, etc.). As such, prior to any activities that could temporarily affect local utilities, coordination would be conducted with the utility provider in an effort to minimize any disruptions of service. This would ensure no significant impacts to utility service as a result of construction activities. Construction of an addition to the existing Federal Courthouse would not be expected to result in a significant increase in utility demand that would burden

existing infrastructure in the area or require a substantial upgrade in utility services. In fact, as stated earlier, the building design, construction, and operation plans are anticipated to achieve LEED Gold Certification for high performance green buildings. As a result, no significant utility impacts would be anticipated.

### **4.3.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would be expected to result in no significant impacts to public services or utilities. As mentioned earlier in Section 3.3.1, the site is within the Downtown Skywalk District, however, there are no Skywalk facilities in the immediate area. As such, no impacts would occur. Construction activities would likely result in the temporary closure of pedestrian sidewalks immediately adjacent to the site (no temporary closures of the Riverwalk would be anticipated). However, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations would be made where feasible in an effort to minimize any temporary impacts. The DART has several bus routes in the area. The primary routes and the streets they use include:

- Route 1 – Grand Avenue
- Route 4 – Grand Avenue, Locust Street, and East Walnut Street
- Route D (Downtown Shuttle) – East Walnut Street

There is one DART bus stop associated with these routes/streets in the immediate vicinity of the Former YMCA Courthouse Site. The bus stop is listed as Stop 1940 located at Locust Street/2<sup>nd</sup> Avenue (south side of the site). Implementing this alternative could result in some temporary, adjacent street lane closures/re-routes during certain phases of construction, and as a result, use of the nearby bus stop could be temporarily halted/restricted (no impacts to nearby bus routes would be anticipated). However, prior to beginning construction, coordination would be conducted with the City and the DART in an effort to minimize any temporary impacts to public transportation in the immediate area. As a result, no significant impacts would be anticipated.

Implementing this alternative would not be anticipated to result in an increased need for police and fire resources within the City. Implementation would also not be expected to result in an increased use or demand on DMPS or other educational facilities or other public buildings and/or services in the area (e.g., City or County facilities and services, medical services, churches/houses of worship, etc.). The site is considered to be close (within walking distance) to a wide variety of nearby amenities including offices, restaurants, retail, shopping, etc. As mentioned earlier in Section 2.4.2.4, the 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame. It is not known at this time whether the new personnel would come from the local area or whether they (and possibly their families) would relocate to the Des Moines area. Either way, such a minor future increase in personnel would not be anticipated to put a significant demand on existing public services.

As discussed earlier in Section 3.3.2, there are multiple utility lines located within the utility ROWs/easements immediately adjacent to the Former YMCA Site. MidAmerican Energy also has extensive utilities infrastructure immediately north of the site across Grand Avenue. This location serves as a regional hub for MidAmerican and includes an electrical substation and extensive electrical and natural gas transmission/distribution lines. There is also a storm sewer line that bisects the site in a general west to east direction (see Figure 3-12). The current depth is unknown. There are no rail lines in the immediate area.

Construction activities associated with this alternative could result in temporary interruptions to one or more utilities at or near the site. As such, prior to any activities that could temporarily affect local utilities, coordination would be conducted with the utility provider in an effort to minimize any disruptions of service. Construction at this site could also impact the storm sewer line that bisects the site. As part of building design and/or site layout, GSA would take into consideration the location of this sewer line and, if feasible, design or engineer the building “around” the sewer line. Should building design and/or site layout not alleviate the potential of impacting the storm sewer line, prior to construction activities, coordination would be conducted with the utility provider in an effort to minimize any disruption of service as a result of the need

to relocate or bridge the sewer line. This would ensure no significant impacts to utility service as a result of construction activities. Construction of a new Federal Courthouse at the Former YMCA Site would not be expected to result in a significant increase in utility demand that would burden existing infrastructure in the area or require a substantial upgrade in utility services. In fact, as stated earlier, the building design, construction, and operation plans are anticipated to achieve LEED Gold Certification for high performance green buildings. As a result, no significant utility impacts would be anticipated.

#### **4.3.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would be expected to result in no significant impacts to public services or utilities. As mentioned earlier in Section 3.3.1, the site is not within the Downtown Skywalk District and there are no Skywalk facilities in the immediate area. As such, no impacts would occur. Construction activities could result in the temporary closure of pedestrian sidewalks immediately adjacent to the site along MLK Jr. Parkway and portions of SE 4<sup>th</sup> Street (no temporary closures of the Riverwalk would be anticipated). However, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations would be made where feasible in an effort to minimize any temporary impacts. As mentioned earlier, there are no DART bus routes or facilities in the immediate area, therefore no impacts would occur.

Implementing this alternative would not be anticipated to result in an increased need for police and fire resources within the City. Implementation would also not be expected to result in an increased use or demand on DMPS or other educational facilities or other public buildings and/or services in the area (e.g., City or County facilities and services, medical services, churches/houses of worship, etc.). The site is considered to be near (but not necessarily within walking distance) a wide variety of amenities including offices, restaurants, retail, shopping, etc. As mentioned earlier in Section 2.4.2.4, the 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame. It is not known at this time whether the new personnel would come from the local area or whether they (and possibly their families) would relocate to the Des Moines area. Either way, such a minor future increase in personnel would not be anticipated to put a significant demand on existing public services.

As discussed earlier in Section 3.3.2, there are multiple utility lines located along public ROWs/easements (streets) immediately adjacent to the North MLK Site, and in some instances, traversing the site (i.e., SE 2<sup>nd</sup> Street and Raccoon Street) (see Figure 3-13). Additionally, there are two reportedly active rail lines at, and immediately adjacent to, the North MLK Site (IDOT 2017). The portion of the East Elm Street line that crosses the site (see Figure 3-15) would likely have to be abandoned. As such, prior to any activities that could affect this rail line, the GSA would coordinate with the Iowa DOT in an effort to ensure no impacts.

Construction activities associated with this alternative could result in temporary interruptions to one or more utilities at or near the site. As such, prior to any activities that could temporarily affect local utilities, coordination would be conducted with the utility provider in an effort to minimize any disruptions of service. Construction at this site could also impact a storm sewer line and water line that bisect the site. As part of building design and/or site layout, GSA would take into consideration the location of these lines and if feasible, design or engineer the building “around” the lines. Should building design and/or site layout not alleviate the potential of impacting the lines, prior to construction activities, coordination would be conducted with the utility provider in an effort to minimize any disruption of service as a result of the need to relocate or bridge the water and/or storm sewer lines. This would ensure no significant impacts to utility service as a result of construction activities. Construction of a new Federal Courthouse at the North MLK Site would not be expected to result in a significant increase in utility demand that would burden existing infrastructure in the area or require a substantial upgrade in utility services. In fact, as stated earlier, the building design, construction, and operation plans are anticipated to achieve LEED Gold Certification for high performance green buildings. As a result, no significant utility impacts would be anticipated.

### **4.3.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would be expected to result in no significant impacts to public services or utilities. As mentioned earlier in Section 3.3.1, the site is not within the Downtown Skywalk District and there are no Skywalk facilities in the immediate area. As such, no impacts would occur. Construction activities could result in the temporary closure of pedestrian sidewalks immediately adjacent to the site along MLK Jr. Parkway and SE 4<sup>th</sup> Street (no temporary closures of the Riverwalk would be anticipated). However, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations would be made where feasible in an effort to minimize any temporary impacts. As mentioned earlier, there are no DART bus routes or facilities in the immediate area, therefore no impacts would occur.

Implementing this alternative would not be anticipated to result in an increased need for police and fire resources within the City. Implementation would also not be expected to result in an increased use or demand on DMPS or other educational facilities or other public buildings and/or services in the area (e.g., City or County facilities and services, medical services, churches/houses of worship, etc.). The site is considered to be nearby (but not necessarily within walking distance) a wide variety of amenities including offices, restaurants, retail, shopping, etc. As mentioned earlier in Section 2.4.2.4, the 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame. It is not known at this time whether the new personnel would come from the local area or whether they (and possibly their families) would relocate to the Des Moines area. Either way, such a minor future increase in personnel would not be anticipated to put a significant demand on existing public services.

As discussed earlier in Section 3.3.2, there are multiple utility lines located along public ROWs/easements (streets) immediately adjacent to the South MLK Site, and in some instances, traversing the site (i.e., SE 2<sup>nd</sup> Street, Dean Street, and East Allen Street). There are also water and sanitary sewer lines/easements that run along the western portion of the site (see Figure 3-14) and a large overhead electrical service transmission tower located at the southwestern corner of the site adjacent to Scott Avenue. Construction activities associated with this alternative could result in temporary interruptions to one or more utilities at or near the site. As such, prior to any activities that could temporarily affect local utilities, coordination would be conducted with the utility provider in an effort to minimize any disruptions of service. Construction activities could also impact the water, sanitary sewer, and/or electrical transmission tower located along the western portion of the site. As part of building design and/or site layout, GSA would take into consideration the location of these utilities and if feasible, design or engineer the building “around” the lines/easements. Should building design and/or site layout not alleviate the potential of impacting the utilities, prior to construction activities, coordination would be conducted with the utility provider in an effort to minimize any disruption of service as a result of the need to relocate or bridge the lines. This would ensure no significant impacts to utility service as a result of construction activities. Construction of a new Federal Courthouse at the South MLK Site would not be expected to result in a significant increase in utility demand that would burden existing infrastructure in the area or require a substantial upgrade in utility services. In fact, as stated earlier, the building design, construction, and operation plans are anticipated to achieve LEED Gold Certification for high performance green buildings. As a result, no significant utility impacts would be anticipated.

## **4.4 SURFACE WATERS, GROUNDWATER, AND FLOODPLAINS**

### **4.4.1 No Action Alternative**

Implementing the no action alternative would result in no significant impacts to surface waters, groundwater, or floodplains. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant impacts would be anticipated. However, as mentioned earlier in Section 1.2, the U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse operations in Des Moines as a “Critical Action Category IV



Facility.” A Critical Action is an action for which even a slight chance of flooding is too great. A Category IV Facility is the highest risk category and includes buildings and structures that, if severely damaged, would reduce the availability of essential community services necessary to cope with an emergency. The existing Federal Courthouse and Courthouse Annex are approximately 8 feet below the 500-year flood line. As such, selection of this alternative would result in the continued Court operations within a 500-year flood zone. Should a 500-year event occur in the area, substantial property damage and an interruption to Court activities could result.

#### **4.4.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would result in no significant impacts to surface waters, groundwater, or floodplains. As mentioned earlier in Section 3.4, there are no surface waters at the site. The Des Moines River is, however, immediately west of the site. As per Section 2.4.2.1, design of the building/site would be consistent with prevailing Federal energy efficiency guidelines and regulations, including Section 438 of the EISA of 2007 (Stormwater Runoff Requirements for Federal Development Projects) which requires the sponsor of any development or redevelopment project involving a Federal facility with a footprint that exceeds 5,000 square feet to use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow. Additionally as mentioned earlier in Section 2.4.2.3, prior to construction activities, and in accordance with the NPDES, IDNR, and City requirements, a SWPPP would be developed and implemented for construction activities. These measures would ensure no significant impacts to the nearby Des Moines River (and other nearby properties) as a result of increased runoff, soil erosion, etc.

As mentioned earlier in Section 3.4.2, there is a possibility of existing groundwater contamination in the downtown Des Moines area. In fact, based on the results of the Phase I ESAs conducted at the site (see Section 3.1), it is possible that groundwater beneath the Existing Courthouse Site contains one or more contaminants in exceedance of regulatory limits. Both the City of Des Moines and Polk County have ordinances (City of Des Moines Ordinance Number 49.3[11] and Polk County Ordinance Chapter IV) for use as institutional controls to restrict the installation of drinking and non-drinking water wells. These ordinances have been submitted to, and approved by, the IDNR as sufficient institutional controls. Implementing this alternative would not include the installation of wells for the withdrawal or use of groundwater as part of construction or future operations. As a result, no groundwater impacts would be anticipated.

As mentioned earlier in Section 3.4.3, the Existing Courthouse Site is outside the 100-year floodplain but within the 500-year floodplain. Under this alternative, the existing historic Federal Courthouse would remain at the elevation it is currently constructed (approximately 8 feet below the 500-year flood line). If not razed as part of the new addition, the Federal Courthouse Annex would also remain at its current elevation. The U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse operations in Des Moines as a “Critical Action Category IV Facility.” A Critical Action is an action for which even a slight chance of flooding is too great. As part of building/site design, GSA would look into measures that could potentially mitigate the 500-year flood zone issue. Should the limited size of the site or other site constraints not allow for such mitigation measures to be implemented in a manner that is not overly burdensome from a cost standpoint or that would likely result in ineffective/inefficient future Court operations, the GSA would work with the City and other state and Federal agencies in an effort to implement off-site mitigation measures (e.g., construction of a floodwall) that would ensure the new addition is constructed and eventually operated out of the 500-year flood zone. Additional environmental review would be conducted as warranted. This would ensure no significant impacts to the new Courthouse addition as a result of the 500-year flood zone. Although not considered a significant impact (due to continued compliance with prevailing floodplain management guidance), it should be noted that should a 500-year event occur in the area, due to elevation, substantial property damage and an interruption to Court activities could result at the Existing Federal Courthouse and the Federal Courthouse Annex should it (the Annex) not be razed as part constructing the new addition.

#### **4.4.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would result in no significant impacts to surface waters, groundwater, or floodplains. As mentioned earlier in Section 3.4, there are no surface waters at the site. The Des Moines River is, however, immediately east of the site. As per Section 2.4.2.1, design of the building/site would be consistent with prevailing Federal energy efficiency guidelines and regulations, including Section 438 of the EISA of 2007 (Stormwater Runoff Requirements for Federal Development Projects) which requires the sponsor of any development or redevelopment project involving a Federal facility with a footprint that exceeds 5,000 square feet to use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow. Additionally as mentioned earlier in Section 2.4.2.3, prior to construction activities, and in accordance with the NPDES, IDNR, and City requirements, a SWPPP would be developed and implemented for construction activities. These measures would ensure no significant impacts to the nearby Des Moines River (and other nearby properties) as a result of increased runoff, soil erosion, etc.

As mentioned earlier in Section 3.4.2, there is a possibility of existing groundwater contamination in the downtown Des Moines area. In fact, based on the results of the Limited Site Investigation conducted at the site (see Section 3.1), groundwater beneath the Former YMCA Site was found to contain Arsenic in levels that slightly exceed regulatory standards. Both the City of Des Moines and Polk County have ordinances (City of Des Moines Ordinance Number 49.3[11] and Polk County Ordinance Chapter IV) for use as institutional controls to restrict the installation of drinking and non-drinking water wells. These ordinances have been submitted to, and approved by, the IDNR as sufficient institutional controls. Implementing this alternative would not include the installation of wells for the withdrawal or use of groundwater as part of construction or future operations. As a result, no groundwater impacts would be anticipated.

As mentioned earlier in Section 3.4.3, the Former YMCA Site is outside both the 100-year and 500-year floodplains. As such, construction of a new Federal Courthouse at this site would result in no significant floodplain impacts.

#### **4.4.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would result in no significant impacts to surface waters, groundwater, or floodplains. As mentioned earlier in Section 3.4, there are no surface waters at the site. The Des Moines River is, however, immediately west of the site. As per Section 2.4.2.1, design of the building/site would be consistent with prevailing Federal energy efficiency guidelines and regulations, including Section 438 of the EISA of 2007 (Stormwater Runoff Requirements for Federal Development Projects) which requires the sponsor of any development or redevelopment project involving a Federal facility with a footprint that exceeds 5,000 square feet to use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow. Additionally as mentioned earlier in Section 2.4.2.3, prior to construction activities, and in accordance with the NPDES, IDNR, and City requirements, a SWPPP would be developed and implemented for construction activities. These measures would ensure no significant impacts to the nearby Des Moines River (and other nearby properties) as a result of increased runoff, soil erosion, etc.

As mentioned earlier in Section 3.4.2, there is a possibility of existing groundwater contamination in the downtown Des Moines area. In fact, based on the results of the Phase I ESAs conducted at the site (see Section 3.1), it is possible that groundwater beneath the North MLK Site contains one or more contaminants in exceedance of regulatory limits. Both the City of Des Moines and Polk County have ordinances (City of Des Moines Ordinance Number 49.3[11] and Polk County Ordinance Chapter IV) for use as institutional controls to restrict the installation of drinking and non-drinking water wells. These ordinances have been submitted to, and approved by, the IDNR as sufficient institutional controls. Implementing this alternative would not

include the installation of wells for the withdrawal or use of groundwater as part of construction or future operations. As a result, no groundwater impacts would be anticipated.

As mentioned earlier in Section 3.4.3, the North MLK Site is outside the 100-year floodplain but within the 500-year floodplain. The overall site is approximately 6 feet below the 500-year flood line. The U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse operations in Des Moines as a “Critical Action Category IV Facility.” A Critical Action is an action for which even a slight chance of flooding is too great. As part of building/site design, GSA would look into measures that could potentially mitigate the 500-year flood zone issue. This would likely take the form of raising the finished floor elevation through architectural design and/or raising the elevation of the overall site by bringing in fill dirt. Early estimates indicate that approximately 36,590 cubic yards (yd<sup>3</sup>) of fill would be required to bring the finished floor elevation out of the 500-year flood zone. Should site constraints or other limiting factors not allow for such mitigation measures to be implemented in a manner that is not overly burdensome from a cost standpoint or that would likely result in ineffective/inefficient future Court operations, the GSA would work with the City and other state and Federal agencies in an effort to implement off-site mitigation measures (e.g., construction of a floodwall) that would ensure the new Courthouse is constructed and eventually operated out of the 500-year flood zone. Additional environmental review would be conducted as warranted. This would ensure no significant impacts to the new Courthouse as a result of the 500-year flood zone.

#### **4.4.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would result in no significant impacts to surface waters, groundwater, or floodplains. As mentioned earlier in Section 3.4, there are no surface waters at the site. The Des Moines River is, however, immediately west of the site. As per Section 2.4.2.1, design of the building/site would be consistent with prevailing Federal energy efficiency guidelines and regulations, including Section 438 of the EISA of 2007 (Stormwater Runoff Requirements for Federal Development Projects) which requires the sponsor of any development or redevelopment project involving a Federal facility with a footprint that exceeds 5,000 square feet to use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow. Additionally as mentioned earlier in Section 2.4.2.3, prior to construction activities, and in accordance with the NPDES, IDNR, and City requirements, a SWPPP would be developed and implemented for construction activities. These measures would ensure no significant impacts to the nearby Des Moines River (and other nearby properties) as a result of increased runoff, soil erosion, etc.

As mentioned earlier in Section 3.4.2, there is a possibility of existing groundwater contamination in the downtown Des Moines area. In fact, based on the results of the Phase I ESAs conducted at the site (see Section 3.1), it is possible that groundwater beneath the South MLK Site contains one or more contaminants in exceedance of regulatory limits. Both the City of Des Moines and Polk County have ordinances (City of Des Moines Ordinance Number 49.3[11] and Polk County Ordinance Chapter IV) for use as institutional controls to restrict the installation of drinking and non-drinking water wells. These ordinances have been submitted to, and approved by, the IDNR as sufficient institutional controls. Implementing this alternative would not include the installation of wells for the withdrawal or use of groundwater as part of construction or future operations. As a result, no groundwater impacts would be anticipated.

As mentioned earlier in Section 3.4.3, the South MLK Site is outside the 100-year floodplain but within the 500-year floodplain. The overall site is approximately 9 feet below the 500-year flood line. The U.S. Courts, in accordance with EO 11988 have designated its Federal Courthouse operations in Des Moines as a “Critical Action Category IV Facility.” A Critical Action is an action for which even a slight chance of flooding is too great. As part of building/site design, GSA would look into measures that could potentially mitigate the 500-year flood zone issue. This would likely take the form of raising the finished floor elevation through architectural design and/or raising the elevation of the overall site by bringing in fill dirt. Early estimates indicate that approximately 55,950 yd<sup>3</sup> of fill would be required to bring the finished floor elevation out of the

500-year flood zone. Should site constraints or other limiting factors not allow for such mitigation measures to be implemented in a manner that is not overly burdensome from a cost standpoint or that would likely result in ineffective/inefficient future Court operations, the GSA would work with the City and other state and Federal agencies in an effort to implement off-site mitigation measures (e.g., construction of a floodwall) that would ensure the new Courthouse is constructed and eventually operated out of the 500-year flood zone. Additional environmental review would be conducted as warranted. This would ensure no significant impacts to the new Courthouse as a result of the 500-year flood zone.

## **4.5 LAND USE AND ZONING**

### **4.5.1 No Action Alternative**

Implementing the no action alternative would result in no significant land use or zoning impacts. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant land use or zoning impacts would be anticipated.

### **4.5.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would result in no significant land use or zoning impacts. As mentioned earlier in Section 3.5.1, the City of Des Moines Comprehensive Plan, PlanDSM/Creating Our Tomorrow, designates the Existing Courthouse Site as being within the Public/Semi-Public land use designation. The Public/Semi-Public land use designation is described as:

- **Public/Semi-Public** – Areas that are mostly open to public use or public access. May include government facilities, schools, hospitals, libraries, and community facilities.

As noted in the description of the Public/Semi-Public land use designation, compatible uses include government facilities. As such, construction of an addition to at the Existing Courthouse Site would be consistent with the defined land use designation of the area, and no significant impacts would be anticipated.

As mentioned in Section 3.5.2.1, zoning at the Existing Courthouse Site is classified as being within the D-R District. The D-R District classification is defined in the City's zoning ordinance as:

- **D-R Downtown Riverfront District** – Areas intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years. The D-R Downtown Riverfront District is a regulatory tool that assists the implementation of the vision for the "Des Moines Riverfront Master Plan" which is a reference document to the 2020 Community Character Plan. The land use program that best meets the objectives of the "Des Moines Riverfront Master Plan" includes publicly-owned parks, medium density housing, and a combination of cultural and recreation facilities, civic uses, offices, specialty retail shops, entertainment establishments, hotels, and bed and breakfasts. This downtown riverfront district is intended to assure that redevelopment adjacent to the river is compatible with the plan for new mixed-use neighborhoods, commercial and residential nodes. Redevelopment of the downtown riverfront should reinforce the concept of the "riverfront as main street." Multi-story buildings are encouraged to provide a mix of residential and commercial uses with dwellings encouraged to be located above street-level retail. Redevelopment is intended to



establish the riverfront district as an interconnected pedestrian-oriented cultural and recreation destination.

As noted, the description of the D-R Downtown Riverfront District zoning classification states that “civic uses and offices” are included in land uses that best meet the objective of the Des Moines Riverfront Master Plan. As such, construction of an addition at the Existing Courthouse Site would be consistent with the defined D-R District zoning classification, and no significant impacts would be anticipated. Also as mentioned in Section 3.5.2.1, the Existing Courthouse Site is located within the Civic Center Historic District and the Courthouse is considered to be a contributing building to the District. As such, construction of an addition at the Existing Courthouse Site would be conducted in accordance with all pertinent historic preservation laws and regulations to ensure no significant impacts (i.e., adverse effect) to the NRHP-listed Federal Courthouse, any nearby listed or eligible buildings/structures, or the larger Civic Center Historic District. The Existing Courthouse Site is also within the Capitol View Dominance District (but outside any defined Capitol View Corridors) and the Downtown Overlay District. Construction of an addition at Existing Courthouse Site would be expected to consistent with the overall intent of the Downtown Overlay District. However, in an effort to ensure no significant impacts, GSA would coordinate with the City with regards to overall site design, building architecture, etc. in an effort to comply (to the extent feasible) with prevailing City development standards, codes, and/or zoning ordinances.

#### **4.5.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would result in no significant land use or zoning impacts. As mentioned earlier in Section 3.5.1, the City of Des Moines Comprehensive Plan, PlanDSM/Creating Our Tomorrow, designates the Former YMCA Site as being within the Downtown Mixed Use land use designation. The Downtown Mixed Use land use designation is described as:

- **Downtown Mixed Use** – Allows mixed-use high-density residential uses and compact combinations of pedestrian-oriented retail, office, residential, and parking in downtown. The use should include active uses (e.g., retail) on ground floor, particularly at key intersections.

As noted in the description of the Downtown Mixed Use land use designation, compatible uses include office. Although technically a government facility, the overall use of the Courthouse would closely resemble that of a typical office. As a result, construction of a new Federal Courthouse at this site would be considered to be consistent with the defined land use designation of the area, and no significant impacts would be anticipated.

As mentioned in Section 3.5.2.2, zoning at the Former YMCA Site is classified as being within the Downtown Riverfront District (D-R). The D-R District classification is defined in the City’s zoning ordinance as:

- **D-R Downtown Riverfront District** – Areas intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years. The D-R Downtown Riverfront District is a regulatory tool that assists the implementation of the vision for the "Des Moines Riverfront Master Plan" which is a reference document to the 2020 Community Character Plan. The land use program that best meets the objectives of the "Des Moines Riverfront Master Plan" includes publicly-owned parks, medium density housing, and a combination of cultural and recreation facilities, civic uses, offices, specialty retail shops, entertainment establishments, hotels, and bed and breakfasts. This downtown riverfront district is intended to assure that redevelopment adjacent to the river is compatible with the plan for new mixed-use neighborhoods, commercial and residential nodes. Redevelopment of the downtown riverfront should reinforce the concept of the "riverfront as main street." Multi-story buildings are encouraged to provide a mix of residential and commercial uses

with dwellings encouraged to be located above street-level retail. Redevelopment is intended to establish the riverfront district as an interconnected pedestrian-oriented cultural and recreation destination.

As noted, the description of the D-R Downtown Riverfront District zoning classification states that “civic uses and offices” are included in land uses that best meet the objective of the Des Moines Riverfront Master Plan. As such, construction of a new Courthouse at the Former YMCA Site would be consistent with the defined D-R District zoning classification, and no significant impacts would be anticipated. The Former YMCA Site is also within the Downtown Overlay District. The District was established to ensure that new uses and development within the District are compatible with the vision for the downtown area regarding the location and design of uses set forth in the “What’s Next Downtown Plan.” The Downtown Overlay District was intended to provide minimum urban development guidelines for the entire downtown area. Construction of a new Federal Courthouse at the Former YMCA Site would be expected to be consistent with the overall intent of the Downtown Overlay District. However, in an effort to ensure no significant impacts, GSA would coordinate with the City with regards to overall site design, building architecture, etc. in an effort to comply (to the extent feasible) with prevailing City development standards, codes, and/or zoning ordinances.

#### **4.5.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would result in no significant land use or zoning impacts. As mentioned earlier in Section 3.5.1, the City of Des Moines Comprehensive Plan, PlanDSM/Creating Our Tomorrow, designates the North MLK Site as being within the Downtown Mixed Use land use designation. The Downtown Mixed Use land use designation is described as:

- **Downtown Mixed Use** – Allows mixed-use high-density residential uses and compact combinations of pedestrian-oriented retail, office, residential, and parking in downtown. The use should include active uses (e.g., retail) on ground floor, particularly at key intersections.

As noted in the description of the Downtown Mixed Use land use designation, compatible uses include office. Although technically a government facility, the overall use of the Courthouse would closely resemble that of a typical office. As a result, construction of a new Federal Courthouse at this site would be considered to be consistent with the defined land use designation of the area, and no significant impacts would be anticipated.

As mentioned in Section 3.5.2.3, zoning at the North MLK Site is classified as being within the D-R District. The D-R District classification is defined in the City’s zoning ordinance as:

- **D-R Downtown Riverfront District** – Areas intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years. The D-R Downtown Riverfront District is a regulatory tool that assists the implementation of the vision for the “Des Moines Riverfront Master Plan” which is a reference document to the 2020 Community Character Plan. The land use program that best meets the objectives of the “Des Moines Riverfront Master Plan” includes publicly-owned parks, medium density housing, and a combination of cultural and recreation facilities, civic uses, offices, specialty retail shops, entertainment establishments, hotels, and bed and breakfasts. This downtown riverfront district is intended to assure that redevelopment adjacent to the river is compatible with the plan for new mixed-use neighborhoods, commercial and residential nodes. Redevelopment of the downtown riverfront should reinforce the concept of the “riverfront as main street.” Multi-story buildings are encouraged to provide a mix of residential and commercial uses with dwellings encouraged to be located above street-level retail. Redevelopment is intended to

establish the riverfront district as an interconnected pedestrian-oriented cultural and recreation destination.

As noted, the description of the D-R Downtown Riverfront District zoning classification states that “civic uses and offices” are included in land uses that best meet the objective of the Des Moines Riverfront Master Plan. As such, construction of a new Federal Courthouse at the North MLK Site would be consistent with the defined D-R District zoning classification, and no significant impacts would be anticipated. As stated earlier, the North MLK Site is within the Capitol View Dominance District and Capitol View Corridor 7 bisects the North MLK Site in a general southwest to northeast direction – the viewing direction of the state capitol building (see Figure 3-20). The North MLK Site is also within the Downtown Overlay District. Construction of a new Federal Courthouse at the North MLK Site would be expected to be consistent with the overall intent of the Capitol View Dominance District and the Downtown Overlay District. However, in an effort to ensure no significant impacts, GSA would coordinate with the City (and state, if necessary pertaining to the capitol view corridor) with regards to overall site design, building architecture, etc. in an effort to comply (to the extent feasible) with prevailing development standards, codes, and/or zoning ordinances.

#### **4.5.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would result in no significant land use or zoning impacts. As mentioned earlier in Section 3.5.1, the City of Des Moines Comprehensive Plan, PlanDSM/Creating Our Tomorrow, designates the South MLK Site as being primarily within the Downtown Mixed Use land use designation. The Downtown Mixed Use land use designation is described as:

- **Downtown Mixed Use** – Allows mixed-use high-density residential uses and compact combinations of pedestrian-oriented retail, office, residential, and parking in downtown. The use should include active uses (e.g., retail) on ground floor, particularly at key intersections.

A portion of the South MLK Site (west of Southeast 2<sup>nd</sup> Street and south of Dean Street) is also designated as Parks and Open Space (likely due to the large electrical utility tower in the immediate area):

- **Parks and Open Space** – Land or water areas generally free from development. Primarily used for park and recreation purposes but may also indicate private or public open spaces reserved for natural resource conservation.

As noted in the description of the Downtown Mixed Use land use designation, compatible uses include office. Although technically a government facility, the overall use of the Courthouse would closely resemble that of a typical office. Also as just mentioned, a portion of the South MLK Site is within the Parks and Open Space land use designation (likely due to the large electrical utility tower in the immediate area). Should development of a new Federal Courthouse at the South MLK Site require the use of this land, GSA would coordinate with the City as it pertains to consistency with the currently designated land use and the utility provider with regards to the potential need to relocate the utility tower/line. As a result, construction of a new Federal Courthouse at this site would be considered to be consistent with the defined land use designations of the area, and no significant impacts would be anticipated.

As mentioned in Section 3.5.2.4, zoning at the South MLK Site is classified as being within the D-R District. The D-R District classification is defined in the City’s zoning ordinance as:

- **D-R Downtown Riverfront District** – Areas intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years. The D-R Downtown Riverfront District is a regulatory tool that

assists the implementation of the vision for the "Des Moines Riverfront Master Plan" which is a reference document to the 2020 Community Character Plan. The land use program that best meets the objectives of the "Des Moines Riverfront Master Plan" includes publicly-owned parks, medium density housing, and a combination of cultural and recreation facilities, civic uses, offices, specialty retail shops, entertainment establishments, hotels, and bed and breakfasts. This downtown riverfront district is intended to assure that redevelopment adjacent to the river is compatible with the plan for new mixed-use neighborhoods, commercial and residential nodes. Redevelopment of the downtown riverfront should reinforce the concept of the "riverfront as main street." Multi-story buildings are encouraged to provide a mix of residential and commercial uses with dwellings encouraged to be located above street-level retail. Redevelopment is intended to establish the riverfront district as an interconnected pedestrian-oriented cultural and recreation destination.

As noted, the description of the D-R Downtown Riverfront District zoning classification states that "civic uses and offices" are included in land uses that best meet the objective of the Des Moines Riverfront Master Plan. As such, construction of a new Federal Courthouse at the South MLK Site would be consistent with the defined D-R District zoning classification, and no significant impacts would be anticipated. Also as mentioned in Section 3.5.2.4, the South MLK Site is located within the Civic Center Historic District. As such, construction of a new Federal Courthouse at the South MLK Site would be conducted in accordance with all pertinent historic preservation laws and regulations to ensure no significant impacts (i.e., adverse effect) to the Historic District. The South MLK Site is also within the Downtown Overlay District. The District was established to ensure that new uses and development within the District are compatible with the vision for the downtown area regarding the location and design of uses set forth in the "What's Next Downtown Plan." The Downtown Overlay District was intended to provide minimum urban development guidelines for the entire downtown area. Construction of a new Federal Courthouse at the South MLK Site would be expected to be consistent with the overall intent of the Downtown Overlay District. However, in an effort to ensure no significant impacts, GSA would coordinate with the City with regards to overall site design, building architecture, etc. in an effort to comply (to the extent feasible) with prevailing City development standards, codes, and/or zoning ordinances.

## **4.6 ROADS, TRAFFIC, AND PARKING**

### **4.6.1 No Action Alternative**

Implementing the no action alternative would result in no significant traffic, transportation, or parking impacts. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As mentioned earlier in Section 2.4.2.4, the 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame. Assuming this increase would result in a maximum of 17 daily round trips and the need to park 17 additional vehicles on a daily basis, the minor nature of the increase would not be anticipated to result in a significant impact to traffic, transportation, or parking in the area.

### **4.6.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would be expected to result in no significant traffic, transportation, or parking impacts. As mentioned earlier in Section 2.4.2.3, construction activities would likely result in the temporary closure of pedestrian sidewalks immediately adjacent to the site (no temporary closures of the nearby Riverwalk would be anticipated). As such, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations made where feasible. Construction activities (including equipment and materials delivery) could also result in some temporary, adjacent street lane closures/re-routes during certain phases of construction. This could affect local vehicle and bus traffic (routes and bus stops) if present in the area. As a result, prior to beginning construction, coordination would be conducted



with the City and the DART. Any required temporary closures or re-routes would be conducted in accordance with prevailing City traffic and safety regulations, signage, and permit requirements. This would ensure no significant traffic (pedestrian, vehicular, and bus) impacts as a result of temporary construction activities.

As mentioned in Section 2.4.2.3, construction-related traffic (worker vehicles, inspectors, etc.), including equipment and materials delivery would travel to the site via local roads. An estimated 50 to 75 private worker vehicle daily round trips would be made to the site over an estimated 36-month construction period (the number of vehicles would vary based on the phase of construction). The same estimated number of private worker vehicles would need to be parked in the immediate area. As discussed in Section 3.6.1.2, the roads in the immediate area of the Existing Courthouse Site are generally free flowing with good remaining capacity (V/C of 0.15 to 0.18). An estimated increase of 50 to 75 daily round trips would not be expected to lower this LOS. There is also an estimated 345 available parking spaces (270 on-street metered and 75 off-street parking lot) in the immediate vicinity of the Existing Courthouse Site (see Section 3.6.2). A temporary increased need for 50 to 75 parking spaces for construction workers would represent the use of just over 20 percent of the available parking in the area. As mentioned in Section 2.4.2.3, due to the limited nature of available parking in the immediate area, the contractor would be required to secure nearby, privately owned space for construction worker parking throughout the duration of construction activities. This would ensure no impacts to the limited public-use parking resources in the area.

As mentioned in Section 2.4.2.4, future operations at the Courthouse would result in the relocation of approximately 53 USAO personnel (within generally a 4-block radius from the Existing Courthouse Site) and an addition of 17 Court staff over a projected 10-year timeframe. These minor changes in staffing and the associated vehicle daily round trips and parking needs would not be expected to alter the existing LOS in the area or put undue stress on the limited public-use parking resources in the area. As such, no significant traffic, transportation, or parking impacts would be anticipated from the long-term operation of a new Federal Courthouse at this site. As mentioned in Section 2.4.2.1, the City of Des Moines requires a Traffic Analysis for any proposed change in site use that is anticipated to create 50 or more vehicular trips entering and exiting a property during peak traffic hours. Future staffing (estimated 17 additional persons over a 10-year timeframe) does not meet this criterion, and therefore a Traffic Analysis would not be required.

There are several nearby bridge replacement/rehabilitation projects planned in the area. The closest being the Locust Street Bridge replacement and the Court Avenue Bridge rehabilitation. As mentioned earlier, construction of an addition to the Courthouse would be expected to begin in late 2019 and last approximately three years, with the majority of heavy construction being completed within two years (2021). According to data provided by the City of Des Moines, the Locust Street Bridge should be open to traffic by late 2019. This would be approximately the same time construction of the Courthouse addition would be expected to begin. As such, construction at the Existing Courthouse Site would not be anticipated to significantly impact the Locust Street Bridge project or the traffic/road closures, re-routes, etc. associated with the bridge replacement project. Again, according to data received from the City, any road closures associated with the nearby Court Avenue Bridge rehabilitation project should be completed by late 2018. As such, these planned bridge improvements should not conflict with planned construction of the Courthouse addition. GSA would coordinate with the City in an effort to make sure that its planned construction scheduling would not conflict (to the extent feasible) with the City's planned bridge replacement, thereby eliminating any potential significant traffic, transportation, or parking impacts in the area.

#### **4.6.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would be expected to result in no significant traffic, transportation, or parking impacts. As mentioned earlier in Section 2.4.2.3, construction activities would likely result in the temporary closure of pedestrian sidewalks immediately adjacent to the site (no temporary closures of the nearby Riverwalk would be anticipated). As such, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations made where feasible. Construction activities (including equipment and materials delivery) could also result in some temporary, adjacent street lane closures/re-

routes during certain phases of construction. This could affect local vehicle and bus traffic (routes and bus stops) if present in the area. As a result, prior to beginning construction, coordination would be conducted with the City and the DART. Any required temporary closures or re-routes would be conducted in accordance with prevailing City traffic and safety regulations, signage, and permit requirements. This would ensure no significant traffic (pedestrian, vehicular, and bus) impacts as a result of temporary construction activities.

As mentioned in Section 2.4.2.3, construction-related traffic (worker vehicles, inspectors, etc.), including equipment and materials delivery would travel to the site via local roads. An estimated 50 to 75 private worker vehicle daily round trips would be made to the site over an estimated 36-month construction period (the number of vehicles would vary based on the phase of construction). The same estimated number of private worker vehicles would need to be parked in the immediate area. As discussed in Section 3.6.1.2, the roads in the immediate area of the Former YMCA Site are generally free flowing with good remaining capacity (V/C of 0.17 to 0.36). An estimated increase of 50 to 75 daily round trips would not be expected to lower this LOS. There is also an estimated 3,561 available parking spaces (3,281 in municipal and commercial garages/lots and 280 on-street metered) in the immediate vicinity of the Former YMCA Site (see Section 3.6.2). A temporary increased need for 50 to 75 parking spaces for construction workers would represent the use of just over 2 percent of the available parking in the area. Although this would not represent a significant amount of the overall available parking in the area, as mentioned in Section 2.4.2.3, the contractor would be required to secure nearby, privately owned space for construction worker parking throughout the duration of construction activities. This would ensure no impacts to the public-use parking resources in the area.

As mentioned in Section 2.4.2.4, with the exception of the USAO, all court employees currently working at the existing Federal Courthouse and Courthouse Annex would relocate to the new Courthouse once operational (currently approximately 195 people). GSA also would secure new leased space for the USAO personnel and operations (53 people) generally within a four block walking distance from the new Courthouse. The 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame, for a total of approximately 212 personnel at this new location. For the purposes of this EA, it is assumed that approximately 250 government and employee private vehicles would be in the immediate area on a daily basis. It is also assumed based on data received from the courts that as many as 50 patrons/visitors (with the same number of vehicles) could be in the immediate area on a daily basis. Approximately once every month for naturalization ceremonies, the number of patrons/visitors is estimated to be 225. This estimated increase in daily traffic on the streets in the immediate vicinity of the new Courthouse would not be expected to lower the current LOS. However, as mentioned in Section 2.4.2.1, as part of the overall planning process, GSA would coordinate with the City of Des Moines, Engineering Department, Traffic & Transportation Division, with regards to its Traffic Analysis Policy. The policy is designed to identify existing and anticipated pedestrian, bicycle, transit, and vehicular issues associated with a proposed development. This planning and coordination would ensure no significant traffic or transportation issues associated with the new Courthouse.

It is assumed that with operation of the new courthouse, as many as 300 private vehicles would be in the area on a daily basis. There is an estimated 3,561 available parking spaces in the vicinity of the Former YMCA Site. An increased need for 300 parking spaces for employees and visitors to the new Courthouse would represent the use of just over 8 percent of the available parking in the area on a daily basis. An additional 225 vehicles once a month would represent approximately 15 percent of the available parking in the area. Neither of these minor increases would be expected to significantly impact the available parking resources in the area. There are several nearby bridge replacement/rehabilitation projects planned in the area. The closest being the Locust Street Bridge replacement and the Court Avenue Bridge rehabilitation. As mentioned earlier, construction of a new Courthouse at the Former YMCA Site would be expected to begin in late 2019 and last approximately three years, with the majority of heavy construction being completed within two years (2021). According to data provided by the City of Des Moines, the Locust Street Bridge should be open to traffic by late 2019. This would be approximately the same time construction of the Courthouse would be expected to begin. As such, construction at the Former YMCA Site would not be anticipated to significantly impact the Locust Street Bridge project or the traffic/road closures, re-routes, etc. associated with the bridge.

replacement project. Again, according to data received from the City, any road closures associated with the nearby Court Avenue Bridge rehabilitation project should be completed by late 2018. As such, these planned bridge improvements should not conflict with planned construction of the new Courthouse. GSA would coordinate with the City in an effort to make sure that its planned construction scheduling would not conflict (to the extent feasible) with the City's planned bridge replacement, thereby eliminating any potential significant traffic, transportation, or parking impacts in the area.

#### **4.6.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would be expected to result in no significant traffic, transportation, or parking impacts. As mentioned earlier in Section 2.4.2.3, construction activities would likely result in the temporary closure of pedestrian sidewalks immediately adjacent to the site (no temporary closures of the nearby Riverwalk would be anticipated). As such, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations made where feasible. Construction activities (including equipment and materials delivery) could also result in some temporary, adjacent street lane closures/re-routes during certain phases of construction. This could affect local vehicle traffic (there are no bus routes or stops in the area). As a result, prior to beginning construction, coordination would be conducted with the City. Any required temporary closures or re-routes would be conducted in accordance with prevailing City traffic and safety regulations, signage, and permit requirements. This would ensure no significant traffic (pedestrian and vehicular) impacts as a result of temporary construction activities.

As mentioned in Section 2.4.2.3, construction-related traffic (worker vehicles, inspectors, etc.), including equipment and materials delivery would travel to the site via local roads. An estimated 50 to 75 private worker vehicle daily round trips would be made to the site over an estimated 36-month construction period (the number of vehicles would vary based on the phase of construction). The same estimated number of private worker vehicles would need to be parked in the immediate area. As discussed in Section 3.6.1.2, the roads in the immediate area of the North MLK Site are generally free flowing with good remaining capacity (V/C of 0.10 to 0.53). An estimated increase of 50 to 75 daily round trips would not be expected to lower this LOS. There are an estimated 55 available parking spaces (45 at the small lot at the corner of Raccoon Street and SE 4<sup>th</sup> Street and 10 on-street metered spaces) in the immediate vicinity of the North MLK Site (see Section 3.6.2). A temporary increased need for 50 to 75 parking spaces for construction workers would represent over 100 percent use of the available parking in the area. However, as mentioned in Section 2.4.2.3, due to the limited nature of available parking in the immediate area, the contractor would be required to have all worker vehicles park on-site or secure nearby, privately owned space for construction worker parking throughout the duration of construction activities. This would ensure no impacts to the public-use parking resources in the area.

As mentioned in Section 2.4.2.4, with the exception of the USAO, all court employees currently working at the existing Federal Courthouse and Courthouse Annex would relocate to the new Courthouse once operational (currently approximately 195 people). GSA also would secure new leased space for the USAO personnel and operations (53 people) generally within a four block walking distance from the new Courthouse. The 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame, for a total of approximately 212 personnel at this new location. For the purposes of this EA, it is assumed that approximately 250 government and employee private vehicles would be in the immediate area on a daily basis. It is also assumed based on data received from the courts that as many as 50 patrons/visitors (with the same number of vehicles) could be in the immediate area on a daily basis. Approximately once every month for naturalization ceremonies, the number of patrons/visitors is estimated to be 225. This estimated increase in daily traffic on the streets in the immediate vicinity of the new Courthouse would not be expected to lower the current LOS. However, as mentioned in Section 2.4.2.1, as part of the overall planning process, GSA would coordinate with the City of Des Moines, Engineering Department, Traffic & Transportation Division, with regards to its Traffic Analysis Policy. This planning and coordination would ensure no significant traffic or transportation issues associated with the new Courthouse.

It is assumed that with operation of the new courthouse, as many as 300 private vehicles would be in the area on a daily basis. There are an estimated 55 available parking spaces in the vicinity of the North MLK site. As such, GSA would work with the City and/or other private landowners in an effort to identify/develop potential off- and/or on-street metered parking opportunities in the vicinity of the new Courthouse.

parking for employees and visitors and as a result, no significant parking impacts would be anticipated.

There are several nearby bridge replacement/rehabilitation projects planned in the area. The closest being the Court Avenue Bridge rehabilitation project. As mentioned earlier, construction of a new Courthouse at the North MLK Site would be expected to begin in late 2019 and last approximately three years, with the majority of heavy construction being completed within two years (2021). According to data provided by the City of Des Moines, any road closures associated with the nearby Court Avenue Bridge rehabilitation project should be completed by late 2018. As such, these planned bridge improvements should not conflict with planned construction of the new Courthouse. GSA would coordinate with the City in an effort to make sure that its planned construction scheduling would not conflict (to the extent feasible) with the City's planned bridge replacement, thereby eliminating any potential significant traffic, transportation, or parking impacts in the area.

#### **4.6.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would be expected to result in no significant traffic, transportation, or parking impacts. As mentioned earlier in Section 2.4.2.3, construction activities would likely result in the temporary closure of pedestrian sidewalks immediately adjacent to the site (no temporary closures of the nearby Riverwalk would be anticipated). As such, prior to beginning construction, coordination would be conducted with the City and pedestrian accommodations made where feasible. Construction activities (including equipment and materials delivery) could also result in some temporary, adjacent street lane closures/re-routes during certain phases of construction. This could affect local vehicle traffic (there are no bus routes or stops in the area). As a result, prior to beginning construction, coordination would be conducted with the City. Any required temporary closures or re-routes would be conducted in accordance with prevailing City traffic and safety regulations, signage, and permit requirements. This would ensure no significant traffic (pedestrian and vehicular) impacts as a result of temporary construction activities.

As mentioned in Section 2.4.2.3, construction-related traffic (worker vehicles, inspectors, etc.), including equipment and materials delivery would travel to the site via local roads. An estimated 50 to 75 private worker vehicle daily round trips would be made to the site over an estimated 36-month construction period (the number of vehicles would vary based on the phase of construction). The same estimated number of private worker vehicles would need to be parked in the immediate area. As discussed in Section 3.6.1.2, the roads in the immediate area of the South MLK Site are generally free flowing with good remaining capacity (V/C of 0.30 to 0.53). An estimated increase of 50 to 75 daily round trips would not be expected to lower this LOS. There is no parking in the immediate vicinity of the South MLK Site (see Section 3.6.2). As mentioned in Section 2.4.2.3, due to the limited nature of available parking in the immediate area, the contractor would be required to have all worker vehicles park on-site or secure nearby, privately owned space for construction worker parking throughout the duration of construction activities. This would ensure no impacts as a result of construction worker private vehicle parking.

As mentioned in Section 2.4.2.4, with the exception of the USAO, all court employees currently working at the existing Federal Courthouse and Courthouse Annex would relocate to the new Courthouse once operational (currently approximately 195 people). GSA also would secure new leased space for the USAO personnel and operations (53 people) generally within a four block walking distance from the new Courthouse. The 10-year projected needs of the Courts would result in approximately 17 additional personnel over that same time frame, for a total of approximately 212 personnel at this new location. For the purposes of this EA, it is assumed that approximately 250 government and employee private vehicles would be in the immediate area on a daily basis. It is also assumed based on data received from the courts that as many as 50



patrons/visitors (with the same number of vehicles) could be in the immediate area on a daily basis. Approximately once every month for naturalization ceremonies, the number of patrons/visitors is estimated to be 225. This estimated increase in daily traffic on the streets in the immediate vicinity of the new Courthouse would not be expected to lower the current LOS. However, as mentioned in Section 2.4.2.1, as part of the overall planning process, GSA would coordinate with the City of Des Moines, Engineering Department, Traffic & Transportation Division, with regards to its Traffic Analysis Policy. This planning and coordination would ensure no significant traffic or transportation issues associated with the new Courthouse.

As mentioned above, it is assumed that with operation of the new courthouse, as many as 300 private vehicles would be in the area on a daily basis. There is no designated parking in the vicinity of the South MLK site. As such, GSA would work with the City and/or other private landowners in an effort to identify/develop potential off- and/or on-street metered parking opportunities in the vicinity of the new Courthouse.

parking for employees and visitors and as a result, no significant parking impacts would be anticipated.

There are several nearby bridge replacement/rehabilitation projects planned in the area. The closest being the Scott Avenue Bridge rehabilitation project. As mentioned earlier, construction of a new Courthouse at the South MLK Site would be expected to begin in late 2019 and last approximately three years, with the majority of heavy construction being completed within two years (2021). According to data provided by the City of Des Moines, any road closures associated with the nearby Scott Avenue Bridge rehabilitation project should be completed by late 2019. This would be approximately the same time construction of the Courthouse would be expected to begin. As such, construction at the South MLK Site would not be anticipated to significantly impact the Scott Avenue Bridge project or the traffic/road closures, re-routes, etc. associated with the bridge replacement project. GSA would coordinate with the City in an effort to make sure that its planned construction scheduling would not conflict (to the extent feasible) with the City's planned bridge replacement, thereby eliminating any potential significant traffic, transportation, or parking impacts in the area.

## **4.7 AIR QUALITY**

### **4.7.1 No Action Alternative**

Implementing the no action alternative would result in no significant air quality impacts. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant air quality impacts would be anticipated.

### **4.7.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would be expected to result in no significant air quality impacts; however, minor, short-term impacts could be expected on a local level, throughout the duration of the construction activities. Conditions would be expected to return to normal once activities were completed. The temporary impacts would primarily be the result of soil disturbances and exhaust emissions from heavy equipment and on-road worker and material/equipment delivery vehicles.

As previously mentioned, Polk County is in an attainment area. The USEPA has not established thresholds for attainment areas, however, de minimis thresholds have been developed for non-attainment areas (40 CFR 93 § 153). As such, the de minimis threshold for maintenance areas (non-attainment areas that are currently meeting standards) are used as a benchmark for comparison of potential air quality impacts. Disturbing the soil at the construction site would result in the generation of PM<sub>10</sub> and particulate matter measuring less than 2.5 microns in diameter (PM<sub>2.5</sub>). This would be in the form of fugitive dust at and immediately around the site during the earth moving phases of site construction (site excavation, grading, foundation installation, and trenching). Fugitive dust emissions would vary from day to day depending on the construction phase, level of

activity, and prevailing weather conditions. The quantity of uncontrolled fugitive dust emissions from a construction site is a function of the area of land affected by construction and the level of construction activity. Uncontrolled fugitive emissions of PM<sub>10</sub> from ground-disturbing activities are estimated at a rate of 0.19 tons of PM<sub>10</sub> per acre per month of disturbance (tons/acre/mo) for non-residential construction (USEPA 2006). Similarly, uncontrolled fugitive emissions of PM<sub>2.5</sub> from ground-disturbing activities are estimated at a rate of 0.026 tons/acre/mo of PM<sub>2.5</sub> for non-residential construction (USEPA 2006). As described earlier in Section 2.4.2, the Existing Courthouse Site is approximately 2.75 acres in size. This includes the historic Federal Courthouse portion of the property where no ground-disturbing activities would occur. For initial screening purposes, the largest of all four sites currently being considered for construction of a new Federal Courthouse (the 12-acre North MLK Site) was selected for air quality (fugitive dust emissions) analysis. This was considered to be a worst-case scenario. If no impacts from fugitive dust emissions were to occur at this site, then no impacts would be anticipated at any of the remaining smaller sites. Additionally, as mentioned earlier, the proposed construction would likely be conducted in phases, however for the purposes of this assessment, all work was estimated to be conducted in a single calendar year as a worst-case scenario. Table 4-1 summarizes the amount of fugitive dust generation that could be expected as a result of ground-disturbing activities. As shown, the amount of fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) would be minor.

As mentioned earlier in Section 2.4.2.3, the contractor would comply with all applicable Federal, state, and/or local air pollution control requirements, including using water or other chemicals (applied daily or as needed to the construction site, debris piles, bare soils, etc.) and covering any open-bodied haul trucks to control dust. These measures would further ensure no significant air quality impacts.

Equipment operation and on-road worker and material/equipment delivery vehicles (assumed to be the same for each site) would result in the production of criteria pollutant emissions. Emissions from both heavy equipment exhausts and on-road engines were estimated using the USEPA MOVES2014a Emission Factor Model. As shown in Table 4-1, the on-road and heavy equipment exhaust associated with construction would be expected to release only minor amounts of NO<sub>x</sub>, CO, VOCs, and SO<sub>2</sub>.

As discussed in Section 2.4.2.4, future operations would include an estimated 250 government and employee private vehicles driving to and from the Courthouse on a daily basis. An estimated 50 patron/visitor vehicles are also estimated to be in the immediate area on a daily basis. Approximately once every month for naturalization ceremonies, the number of patrons/visitors (and vehicles) is estimated to be at 225. As these vehicles are currently already operating in the downtown CBD area (with the exception of the 17 new personnel to be added over a 10-year period), no significant air quality impacts would be anticipated.

#### **4.7.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would be expected to result in no significant air quality impacts; however, minor, short-term impacts could be expected on a local level, throughout the duration of the construction activities. The anticipated air quality impacts would be similar to those described in Section 4.7.2.

#### **4.7.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would be expected to result in no significant air quality impacts; however, minor, short-term impacts could be expected on a local level, throughout the duration of the construction activities. The anticipated air quality impacts would be similar to those described in Section 4.7.2.

#### **4.7.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would be expected to result in no significant air quality impacts; however, minor, short-term impacts could be expected on a local level, throughout the duration of the construction activities. The anticipated air quality impacts would be similar to those described in Section 4.7.2.

**Table 4-1. Estimated Annual Criteria Pollutant Emissions.**

| Criteria Pollutant | Off-road Emissions (tons per year) | On-road Emissions (tons per year) | Construction Emissions (tons per year) | Total Emissions (tons per year) <sup>1</sup> | De Minimis Threshold (tons per year) <sup>2,3</sup> | Above Threshold? |
|--------------------|------------------------------------|-----------------------------------|--|--|---|------------------|
| NO <sub>x</sub>    | 5.5720                             | 0.246                             | --                                     | 5.818  | 100   | No               |
| CO                 | 2.0695                             | 2.389                             | --                                     | 4.4585                                       | 100   | No               |
| VOC                | 0.7015                             | 0.037                             | --                                     | 0.7385                                       | 100   | No               |
| SO <sub>2</sub>    | 0.0098                             | 0.002                             | --                                     | 0.0118                                       | 100   | No               |
| PM <sub>10</sub>   | 0.3143                             | 0.0074                            | 27.36                                  | 27.6817                                      | 100   | No               |
| PM <sub>2.5</sub>  | 0.3048                             | 0.0067                            | 3.74                                   | 4.0515                                       | 10  | No               |

1 - See Appendix A for detailed air calculations.

2- All properties are located in an attainment area and as such there are no de minimis thresholds. However, the de minimis threshold for non-attainment maintenance areas was used as a basis for comparison.

3- No de minimis threshold has been established for PM<sub>2.5</sub> by the USEPA, however the major source modification significant emission rate (SER) is 10 tons/year and is used as a basis for comparison.

## 4.8 NOISE AND VIBRATION

Implementing the proposed action would result in no significant noise impacts; however, temporary construction activities could be expected to result in a short-term increase in noise above existing levels. Noise associated with construction projects is difficult to predict because heavy machinery, the major source of noise, is constantly moving in unpredictable patterns. However, operations normally occur during daytime hours and on week days when occasional loud noises are more apt to be already occurring in the area and be more tolerable. The sites under consideration are all located in downtown Des Moines and background noise levels are already elevated. Local receptors would not be exposed to operational noise for long durations; therefore, any extended disruption of normal activities would not be expected. As noted in Section 2.4.2.3, weekend and nighttime work would be limited and the construction work schedule would be limited to approximately 10 hours per day (7:00 a.m. to 6:00 p.m.). The approximate sound pressure levels associated with each noise source (i.e., each piece of heavy equipment) that would be used at each of the sites been tabulated and are listed in Table 4-2. The calculations and noted assumptions for construction sites were conducted as directed in the manual "Transit Noise and Vibration Impact Assessment" (FTA 2006). When source-specific data are unavailable, worst-case scenario data were utilized. Specific details for each alternative considered are presented in the following sections.

### 4.8.1 No Action Alternative

Implementing the no action alternative would result in no significant noise or vibration impacts. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant noise or vibration impacts would be anticipated.

### 4.8.2 Construction of a New Addition at the Existing Courthouse Site

Implementing this alternative would result in no significant noise or vibration impacts, however, short-term increases above existing levels could be expected as a result of construction activities. Noise levels would return to existing levels once the construction is completed and the Courthouse is operational. The Existing Courthouse Site is in an area that would be considered an active urban area (i.e. background noise levels around 70+ dBA). The area surrounding the site consists of primarily commercial buildings, hotels, and businesses. The closest sensitive noise receptor is a hotel located approximately 275 feet (as measured from the approximate center of the site) to the north across East Walnut Street (see Figure 3-26).

**Table 4-2. Construction Equipment Noise Emission Levels.**

| <b>Equipment Description</b> | <b>Acoustical Usage Factor (%)<sup>1</sup></b> | <b>Typical Noise Level (dBA) 50 feet from Source<sup>2</sup></b> |
|------------------------------|--|--|
| Auger Drill Rig*             | 20   | 84   |
| Backhoe                      | 40   | 78   |
| Compactor (ground)           | 20   | 83   |
| Concrete Mixer Truck         | 40   | 79   |
| Concrete Pump Truck          | 20   | 81   |
| Crane, Mobile                | 16   | 81   |
| Dozer                        | 40   | 82   |
| Drill Rig Truck*             | 20   | 79   |
| Excavator *                  | 40   | 81   |
| Truck (Flat Bed Truck)       | 40   | 74   |
| Front End Loader*            | 40   | 79   |
| Generator                    | 60   | 81   |
| Mounted Impact Hammer *      | 20   | 90   |
| Bucket Truck/Lift (Man Lift) | 20   | 75   |
| Pickup Truck*                | 40   | 75   |
| Roller                       | 20   | 80   |
| Scraper                      | 40   | 84   |
| Vacuum Street Sweeper*       | 10   | 82   |
| Welder/Torch*                | 40   | 74   |

1 - FHA 2006.

2 - FTA 2006.

\* The Typical Noise level for equipment marked with an asterisk was obtained as spec data from the Federal Highway Administration, "Roadway Construction Noise Model User's Guide," FHWA-HEP-05-054, January 2006.

The approximate sound pressure levels associated with each noise source (i.e., each piece of heavy equipment) that would be used at the site have been tabulated and were listed earlier in Table 4-2. The detailed noise calculations performed for this assessment are included in Appendix B. The expected construction noise levels at the Existing Courthouse Site are shown below in Table 4-3. As shown in the table, a one-hour composite sound level (based on the amount of noise generated from combined sources) of approximately 91.0 dBA could be expected at 50 feet from the source during construction activities. This is slightly over the OSHA standards for permissible worker exposure for an 8-hour duration of 90 dBA. Taking into account that the calculated value is considered worst-case and that workers would be required to periodically wear hearing protection as appropriate for on-site activities, this sound level is not considered excessive. spreading, SELs would diminish at increasing distances. It should be noted, however, that the site encompasses a relatively large area and in most cases 50 feet from the source is within the construction zone. Several differing scenarios (e.g., equipment used, barriers, etc.) could alter these results. The expected 10-hr SELs at the property line would be 75.8 dBA. The expected 10-hr SEL and at the nearest receptor (the hotel approximately 275 feet north of the center point of the site), would be 70.0 dBA. This is slightly above the City of Des Moines applicable sound levels for the surrounding land use (Commercial - 65 dBA). As such, the contractor would coordinate with the City with regards to a variance and/or implement other measures (sound barriers, etc.) designed to lower the expected short-term SELs. As a result, no significant construction-related impacts would be anticipated. Long-term operation of the new Courthouse (including employee and visitor traffic) would not be expected to result in a significant increase in noise.



**Table 4-3. Expected Construction Noise Levels Resulting from Activities at the Existing Courthouse Site.<sup>1,2</sup>**

| Site                     | <sup>3</sup> Leq at 50 Feet | 10-hour SEL at Property Line | <sup>4</sup> 10-hour SEL at Nearest Receptor |
|--------------------------|-----------------------------|------------------------------|--|
| Existing Courthouse Site | 91.0                        | 75.8                         | 70.0   |

Note: Calculations based on section 12.1.1 of "Transit Noise and Vibration Impact Assessment" using the general assessment assumptions found in that section.

1. All Levels are dBA
2. Refer to Appendix B for detailed noise calculations.
3. From combined calculation of the two noisiest pieces of equipment expected to be used for each construction phase.
4. Nearest receptors are presented in Section 3.8.

### 4.8.3 Construction of a New Courthouse at the Former YMCA Site

Implementing this alternative would result in no significant noise or vibration impacts, however, short-term increases above existing levels could be expected as a result of construction activities. Noise levels would return to existing levels once the construction is completed and the Courthouse is operational. The Former YMCA Site is in an area that would be considered an active urban area (i.e. background noise levels around 70+ dBA). The area surrounding the site consists of primarily commercial and residential buildings. The closest sensitive noise receptors are apartment complexes located approximately 250 feet (as measured from the approximate center of the site) to the west and northwest (see Figure 3-26).

The expected construction noise levels at the Former YMCA Site are shown below in Table 4-4. As shown in the table, a one-hour composite sound level (based on the amount of noise generated from combined sources) of approximately 91.0 dBA could be expected at 50 feet from the source during construction activities. This is slightly over the OSHA standards for permissible worker exposure for an 8-hour duration of 90 dBA. Taking into account that the calculated value is considered worst-case and that workers would be required to periodically wear hearing protection as appropriate for on-site activities, this sound level is not considered excessive. spreading, SELs would diminish at increasing distances. It should be noted, however, that the site encompasses a relatively large area and in most cases 50 feet from the source is within the construction zone. Several differing scenarios (e.g., equipment used, barriers, etc.) could alter these results. The expected 10-hr SELs at the property line would be 75.8 dBA. The expected 10-hr SEL and at the nearest receptor (the residential apartment complexes approximately 250 feet west/northwest of the center of the site), would be 70.8 dBA. This is slightly above the City of Des Moines applicable sound levels for the surrounding land use (Commercial/Residential - 65 dBA). As such, the contractor would coordinate with the City with regards to a variance and/or implement other measures (sound barriers, etc.) designed to lower the expected short-term SELs. As a result, no significant construction-related impacts would be anticipated. Long-term operation of the new Courthouse (including employee and visitor traffic) would not be expected to result in a significant increase in noise.

**Table 4-4. Expected Construction Noise Levels Resulting from Activities at the Former YMCA Site.<sup>1,2</sup>**

| Site             | <sup>3</sup> Leq at 50 Feet | 10-hour SEL at Property Line | <sup>4</sup> 10-hour SEL at Nearest Receptor |
|------------------|-----------------------------|------------------------------|--|
| Former YMCA Site | 91.0                        | 75.8                         | 70.8   |

Note: Calculations based on section 12.1.1 of "Transit Noise and Vibration Impact Assessment" using the general assessment assumptions found in that section.

1. All Levels are dBA
2. Refer to Appendix B for detailed noise calculations.
3. From combined calculation of the two noisiest pieces of equipment expected to be used for each construction phase.
4. Nearest receptors are presented in Section 3.8.

#### 4.8.4 Construction of a New Courthouse at the North MLK Site

Implementing this alternative would result in no significant noise or vibration impacts, however, short-term increases above existing levels could be expected as a result of construction activities. Noise levels would return to existing levels once the construction is completed and the Courthouse is operational. The North MLK Site is in an area that would be considered an active urban area (i.e. background noise levels around 70+ dBA). The area surrounding the site consists of primarily industrial properties. The closest sensitive noise receptors are single-family residences located approximately 750 feet (as measured from the approximate center of the site) to the south (at the South MLK Site) (see Figure 3-26).

The expected construction noise levels at the North MLK Site are shown below in Table 4-5. As shown in the table, a one-hour composite sound level (based on the amount of noise generated from combined sources) of approximately 91.0 dBA could be expected at 50 feet from the source during construction activities. This is slightly over the OSHA standards for permissible worker exposure for an 8-hour duration of 90 dBA. Taking into account that the calculated value is considered worst-case and that workers would be required to periodically wear hearing protection as appropriate for on-site activities, this sound level is not considered excessive. spreading, SELs would diminish at increasing distances. It should be noted, however, that the site encompasses a relatively large area and in most cases 50 feet from the source is within the construction zone. Several differing scenarios (e.g., equipment used, barriers, etc.) could alter these results. The expected 10-hr SELs at the property line would be 62.5 dBA. The expected 10-hr SEL and at the nearest receptor (the single-family residences approximately 750 feet south of the center of the site), would be 61.3 dBA. This would not exceed the City of Des Moines applicable sound level for the surrounding land use (Industrial – 60-65 dBA). As such, no significant construction-related noise impacts would be anticipated. Long-term operation of the new Courthouse (including employee and visitor traffic) would also not be expected to result in a significant increase in noise.

**Table 4-5. Expected Construction Noise Levels Resulting from Activities at the North MLK Site.<sup>1,2</sup>**

| Site           | <sup>3</sup> Leq at 50 Feet | 10-hour SEL at Property Line | <sup>4</sup> 10-hour SEL at Nearest Receptor |
|----------------|-----------------------------|------------------------------|--|
| North MLK Site | 91.0                        | 62.5                         | 61.3   |

Note: Calculations based on section 12.1.1 of “Transit Noise and Vibration Impact Assessment” using the general assessment assumptions found in that section.

1. All Levels are dBA
2. Refer to Appendix B for detailed noise calculations.
3. From combined calculation of the two noisiest pieces of equipment expected to be used for each construction phase.
4. Nearest receptors are presented in Section 3.8.

#### 4.8.5 Construction of a New Courthouse at the South MLK Site

Implementing this alternative would result in no significant noise or vibration impacts, however, short-term increases above existing levels could be expected as a result of construction activities. Noise levels would return to existing levels once the construction is completed and the Courthouse is operational. The South MLK Site is in an area that would be considered an active urban area (i.e. background noise levels around 70+ dBA). The area surrounding the site consists of primarily industrial properties. The closest sensitive noise receptor is a church located approximately 500 feet (as measured from the approximate center of the site) to the east across SE 4<sup>th</sup> Street (see Figure 3-26).

The expected construction noise levels at the South MLK Site are shown below in Table 4-6. As shown in the table, a one-hour composite sound level (based on the amount of noise generated from combined sources) of approximately 91.0 dBA could be expected at 50 feet from the source during construction activities. This is slightly over the OSHA standards for permissible worker exposure for an 8-hour duration of 90 dBA. Taking

into account that the calculated value is considered worst-case and that workers would be required to periodically wear hearing protection as appropriate for on-site activities, this sound level is not considered excessive. spreading, SELs would diminish at increasing distances. It should be noted, however, that the site encompasses a relatively large area and in most cases 50 feet from the source is within the construction zone. Several differing scenarios (e.g., equipment used, barriers, etc.) could alter these results. The expected 10-hr SELs at the property line would be 65.7 dBA. The expected 10-hr SEL and at the nearest receptor (the church approximately 500 feet east of the center of the site), would be 64.8 dBA. This would not exceed the City of Des Moines applicable sound level for the surrounding land use (Industrial – 60-65 dBA), however, sound levels would be slightly exceeded at the property line. As a result, the contractor would coordinate with the City with regards to a variance and/or implement other measures (sound barriers, etc.) designed to lower the expected short-term SELs. As result, no significant construction-related impacts would be anticipated. Long-term operation of the new Courthouse (including employee and visitor traffic) would not be expected to result in a significant increase in noise.

**Table 4-6. Expected Construction Noise Levels Resulting from Activities at the South MLK Site.<sup>1,2</sup>**

| <b>Site</b>    | <b><sup>3</sup>Leq at 50 Feet</b> | <b>10-hour SEL at Property Line</b> | <b><sup>4</sup>10-hour SEL at Nearest Receptor</b> |
|----------------|-----------------------------------|-------------------------------------|--|
| South MLK Site | 91.0                              | 65.7                                | 64.8   |

Note: Calculations based on section 12.1.1 of “Transit Noise and Vibration Impact Assessment” using the general assessment assumptions found in that section.

1. All Levels are dBA
2. Refer to Appendix B for detailed noise calculations.
3. From combined calculation of the two noisiest pieces of equipment expected to be used for each construction phase.
4. Nearest receptors are presented in Section 3.8.

## **4.9 CULTURAL AND HISTORIC RESOURCES**

### **4.9.1 No Action Alternative**

Implementing the no action alternative would result in no significant cultural or historic resources impacts. Under the no action alternative, court operations would remain at the existing Federal Courthouse and Federal Courthouse Annex. No site acquisition would be necessary and no ground disturbing, demolition, or construction-related activities would occur. As a result, no significant cultural or historic resources impacts would be anticipated.

### **4.9.2 Construction of a New Addition at the Existing Courthouse Site**

Implementing this alternative would result in no significant cultural or historic resources impacts. As mentioned in Section 3.9.1, the existing Courthouse is listed on the NRHP and it is located within the Civic Center Historic District. Overall site design, building design, and construction of the addition, would be coordinated with the Iowa SHPO to ensure no adverse effects to the historic Courthouse or the overall Civic Center Historic District. Additionally, should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise. This would further ensure no significant impact to cultural or historic resources. As mentioned earlier in Section 3.9, in preparation for compliance with Section 106 of the NHPA, GSA has initiated consultation with the multiple federally recognized tribal groups that could have an interest in the project. None of the tribes had any specific issues and/or concerns with the proposed project. The responses are on file with GSA. A summary of the anticipated cultural and historic resources effects associated with this site is included in Table 4-7.

**Table 4-7. Summary of Anticipated Cultural Resources Effects.**

| <b>Existing Courthouse Site</b> |  |                                |                             |
|---------------------------------|--|--------------------------------|-----------------------------|
| <b>Site ID#</b>                 | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> | <b>Anticipated Effect</b>   |
| 77-01703                        | Civic Center Historic District                       | Listed                         | No Adverse Effect           |
| 77-07781                        | United States Courthouse                             | Listed                         | No Adverse Effect           |
| <b>Former YMCA Site</b>         |  |                                |                             |
| <b>Site ID#</b>                 | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> | <b>Anticipated Effect</b>   |
| N/A                             | Bird's Run Creek/Sewer                               | Eligible                       | Adverse Effect <sup>1</sup> |
| 13PK880                         | Structure/Building Remains                           | Not Eligible                   | No Effect                   |
| 77-10696                        | YMCA   | Contributing                   | No Effect (not extant)      |
| <b>North MLK Site</b>           |  |                                |                             |
| <b>Site ID#</b>                 | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> | <b>Anticipated Effect</b>   |
| N/A                             | N/A  | N/A                            | N/A                         |
| <b>South MLK Site</b>           |  |                                |                             |
| <b>Site ID#</b>                 | <b>Name/Type</b>                                     | <b>NRHP Status<sup>2</sup></b> | <b>Anticipated Effect</b>   |
| 13PK990                         | Historic Dump  | Not Eligible                   | No Effect                   |
| 77-01703                        | Civic Center Historic District                       | Listed                         | No Adverse Effect           |
| 77-02730                        | House (456 SE 2 <sup>nd</sup> St.)                   | Not Eligible                   | No Effect (not extant)      |
| 77-02731                        | House (501 SE 2 <sup>nd</sup> St.)                   | Not Eligible                   | No Effect (not extant)      |
| 77-02733                        | House (515 SE 2 <sup>nd</sup> St.)                   | Not Eligible                   | No Effect (not extant)      |
| 77-05473                        | Building (Allen at 3 <sup>rd</sup> St.)              | Not Eligible                   | No Effect (not extant)      |
| 77-10404                        | House (451 SE 2 <sup>nd</sup> St.)                   | Unevaluated                    | No Effect (not extant)      |
| 77-10407                        | Sun Tool, Inc. (300 Allen St.)                       | Unevaluated                    | No Effect (not extant)      |
| 77-11135                        | House (454 SE 2 <sup>nd</sup> St.)                   | Unevaluated                    | Adverse Effect <sup>1</sup> |
| 77-11136                        | Building (466 SE 2 <sup>nd</sup> St.)                | Unevaluated                    | No Effect (not extant)      |
| 77-11231                        | Collins, James, House (456 SE 2 <sup>nd</sup> St.)   | Unevaluated                    | No Effect (not extant)      |
| 77-11232                        | Johnson, Paul J., House (454 SE 2 <sup>nd</sup> St.) | Unevaluated                    | Adverse Effect <sup>1</sup> |

1 – Although considered an adverse effect, further investigation, coordination with the Iowa SHPO, and implementation of mitigation (as required) would be anticipated to result in no significant impacts to these resources.

not extant – demolished or otherwise no in existence at the site.

2 – Based on information provided by the Iowa SHPO.

### **4.9.3 Construction of a New Courthouse at the Former YMCA Site**

Implementing this alternative would result in no significant cultural or historic resources impacts. As mentioned in Section 3.9.2, the site was previously the home to the Des Moines YMCA (77-10696) before it was demolished in 2015. Aerial views and photo evidence from the period depict a large amount of earth removal that occurred within the building's footprint after the demolition. The ground has since been filled and leveled. The site is presently vacant. The remains of an asphalt parking lot are present over the surface of the lot on the west side along 2<sup>nd</sup> Street. There is the potential for archaeological resources in this area, as well as other portions of the property. As such, prior to any ground-disturbing activities, detailed archaeological investigations would be conducted and the results coordinated with the Iowa SHPO to ensure no adverse effects. Also as mentioned earlier in Section 3.9.2, the NRHP-eligible Bird's Run Creek/Sewer bisects the site (See Figure 3-12). Construction at this site could impact the storm sewer line. As mentioned in Section 2.4.3.3, as part of building design and/or site layout, GSA would take into consideration the location of this sewer line and if feasible, design or engineer the building "around" the sewer line. Should building design and/or site layout not alleviate the potential of impacting the storm sewer line, prior to construction activities, coordination would be conducted with the Iowa SHPO in order to avoid or mitigate any potential impacts. Similar to the previous alternative, site layout and building design would be coordinated with the



Iowa SHPO to ensure no adverse effects to nearby listed or eligible historic structures. Should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise. These measures would all ensure no significant impact to cultural or historic resources. As mentioned earlier in Section 3.9, in preparation for compliance with Section 106 of the NHPA, GSA has initiated consultation with the multiple federally recognized tribal groups that could have an interest in the project. None of the tribes had any specific issues and/or concerns with the proposed project. The responses are on file with GSA. A summary of the anticipated cultural and historic resources effects associated with this site is included in Table 4-7. As mentioned earlier, once the new Courthouse was fully operational, the GSA would dispose of the existing historic Courthouse building and property for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa SHPO). The disposal activities would be coordinated with the Iowa SHPO to ensure no adverse effects.

#### **4.9.4 Construction of a New Courthouse at the North MLK Site**

Implementing this alternative would result in no significant cultural or historic resources impacts. As mentioned in Section 3.9.3, historically, development of the North MLK Site revolved around the railroad. Surrounding neighborhoods still contain some warehouses and other similar structures from the late 19<sup>th</sup> and early 20<sup>th</sup>-Centuries. All the buildings at the North MLK Site are utilitarian modern structures built within the last 50 years. They consist of large pole-barn garages and masonry structures used by the City of Des Moines. Some traces of the area's railroad history remain within the North MLK site. Active railroad tracks demarcate the northern extent of the survey area while two tracks that appear not to be active run east-west through the site near the intersection of 4<sup>th</sup> Street and Elm Street. The North MLK Site does not possess a level of integrity related to its rail history to merit consideration for listing in the NRHP. The western boundary of the site (just beyond the MidAmerican main building) is marked by East 2<sup>nd</sup>. No eligible, listed or unevaluated cultural resources are located within the North MLK site.

No significant cultural or historic resources impacts are anticipated. Should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise. This would further ensure no significant impact to cultural or historic resources. Additional coordination would be conducted with the SHPO should the site be chosen for development and site design/architectural plans begin being developed. This would further ensure no cultural or historic resources impacts. As mentioned earlier in Section 3.9, in preparation for compliance with Section 106 of the NHPA, GSA has initiated consultation with the multiple federally recognized tribal groups that could have an interest in the project. None of the tribes had any specific issues and/or concerns with the proposed project. The responses are on file with GSA. A summary of the anticipated cultural and historic resources effects associated with this site is included in Table 4-7. As mentioned earlier, once the new Courthouse was fully operational, the GSA would dispose of the existing historic Courthouse building and property for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa SHPO). The disposal activities would be coordinated with the Iowa SHPO to ensure no adverse effects.

#### **4.9.5 Construction of a New Courthouse at the South MLK Site**

Implementing this alternative would result in no significant cultural or historic resources impacts. As mentioned in Section 3.9.4, the South MLK Site area is part of what is known the Scott Street Dam Redevelopment Area – a reference to the adjacent Scott Street Dam, which was originally installed in 1917 and rebuilt in 1938. The neighborhood's proximity to the rail yard and factories to the north encouraged the settlement of working class German and Irish in the 19<sup>th</sup>-Century. Later the larger area became known as Roadside and Mexican American families began settling here after WWII (SHPO 1979). Most of the structures have now been demolished within the South MLK Site, though two houses remain. One of these is the unevaluated Paul J. Johnson House at 454 2<sup>nd</sup> St. (77-11232 and 77-11135). The other house, 467 2<sup>nd</sup> Street, is not listed in the Iowa SHPO files as having been previously surveyed but this may be an address error. Both

buildings are simple, two story, Folk Victorian dwellings. 467 2<sup>nd</sup> Street has a detached garage at the rear of the lot. All other domestic structures listed in the record search results were no longer present, resulting in a site mostly composed of empty lots. Residential tree plantings and sidewalks do remain, however, so the previous use of the land is evident. A historic dump is also located at the South MLK Site (13PK990). Visual inspection of this area indicated recent large earth moving activities, possibly related to flood control measures or utility installation/maintenance. The site has been determined to not be eligible for the NRHP. Lastly, the South MLK Site includes the Civic Center Historic District (77-01703) along the waterfront on the site's western edge. Definitive features that contribute to the district in this area include the concrete rail along the water.

Construction of a new Courthouse at the South MLK Site would likely require the demolition of the unevaluated Paul J. Johnson House (77-11232 and 77-11135). Should this be necessary, coordination would be conducted with the Iowa SHPO, and prior to demolition, appropriate mitigation would be employed (e.g., documentation of the building, additional research on the neighborhood, etc.). As a result, no significant impacts would be anticipated. Should it be deemed necessary by GSA, an archaeologist/historian would be on site during key phases of the project (e.g., ground-disturbing activities, building demolition, etc.) in case unexpected cultural resources were to be unearthed or other issues were to arise. Additional coordination would be conducted with the SHPO should the site be chosen for development and site design/architectural plans begin being developed. This would further ensure no cultural or historic resources impacts. As mentioned earlier in Section 3.9, in preparation for compliance with Section 106 of the NHPA, GSA has initiated consultation with the multiple federally recognized tribal groups that could have an interest in the project. None of the tribes had any specific issues and/or concerns with the proposed project. The responses are on file with GSA. A summary of the anticipated cultural and historic resources effects associated with this site is included in Table 4-7. As mentioned earlier, once the new Courthouse was fully operational, the GSA would dispose of the existing historic Courthouse building and property for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa SHPO). The disposal activities would be closely coordinated with the Iowa SHPO to ensure no adverse effects.

## **4.10 CUMULATIVE IMPACTS**

This section discusses the likelihood for potential cumulative effects to the environment that could be associated with implementation of the Proposed Action – meeting the 10-year occupancy and 30 year design needs of the U.S. District Courts, Southern District of Iowa by building an addition to the existing Federal Courthouse or a new Federal Courthouse at a different site in the downtown Des Moines, Iowa CBD. The CEQ regulations define cumulative effects as:

...the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time (40 CFR §1508.7).

As this regulation suggests, the purpose of cumulative effects analysis is to view the impacts of a proposed project within the larger context of past, present, and future activities that are independent of the proposed project but which have, and could likely affect, resources of greatest concern. This approach allows the decision-maker to evaluate the incremental impacts of the proposed project in light of the overall health and abundance of selected resources. The focus of the analysis is on the sustainability of each resource of interest; the discussion, therefore, is generally not limited to the immediate project area but takes into consideration larger areas that represent the base for sustaining the resource.

In a sense, a cumulative effects evaluation first asks two questions: (1) "What is the current condition and trend for a particular resource?" and (2) "What are the expected impacts to the resource from independent foreseeable future actions?" The answers to these questions become the baseline for assessing the effects of

the proposed project; that is, this baseline is the predicted condition of each resource independent of the proposed project (i.e., in essence, the baseline reflects what would happen to a resource if the no action alternative were ultimately selected). The net result of the evaluation may be that a seemingly minor incremental impact of a particular proposed project, when viewed in light of other planned projects, may in fact contribute to a significant cumulative impact to a resource that is rare or in poor health; thus, whether an impact is “significant” would depend on the abundance and health of a given resource, as viewed in light of the current condition and trend of the resource. In sum, a significant cumulative effect on the environment means a potentially substantial adverse or beneficial change in any of the physical conditions within the area affected by the project that results from the collective environmental effects of the proposed project and other reasonably foreseeable projects. The evaluation process may be expressed as follows:

|  |          |                                    |          |                           |
|--|----------|------------------------------------|----------|---------------------------|
| <b>Baseline Condition</b>                  | <b>+</b> | <b>Project Impacts</b>             | <b>=</b> | <b>Cumulative Impacts</b> |
| Historical, Current, and<br>Future Effects |          | Significant Direct and<br>Indirect |          |                           |

Cumulative effects analysis is an evolving discipline, and the continuing challenge is to focus on the important cumulative issues, recognizing that a better decision, rather than a perfect cumulative effects analysis, is the goal of NEPA. There is no universally accepted approach to the preparation of cumulative effects analyses, but there are many guidelines available for setting up a methodology that accomplishes the intent of the CEQ regulation. Guidance includes (but is not limited to):

- CEQ, Considering Cumulative Effects under the National Environmental Policy Act, 1997
- CEQ, Incorporating Biodiversity Considerations into Environmental Impact Analysis under the National Environmental Policy Act, 1993
- USEPA, Consideration of Cumulative Impacts in EPA Review of NEPA Documents, 1999
- USEPA, Considering Ecological Processes in Environmental Impact Assessments, 1999

The analysis of cumulative effects includes the identification of actions with possible effects that would be coincident with those of the proposed project on resources, ecosystems, and human communities. Coincident effects are possible if there is overlap between the geographic and time boundaries for the effects of the proposed action and past, present, and reasonably future actions. In essence, a cumulative effects evaluation examines the baseline condition for a given resource by first identifying the resources and associated study areas, assesses the current health and historical context for each resource, and then describes the anticipated effects of reasonably foreseeable future actions and the proposed project on each resource.

For a cumulative effects analysis to be worthwhile it must be limited through scoping to the effects that can be evaluated meaningfully. This important initial step requires the identification of significant cumulative effects issues associated with the proposed project and definition of assessment goals. Guidance from multiple sources stresses that:

“If a project would not cause significant direct or indirect impacts on a resource, it would not contribute to a cumulative impact on the resource.”

That is, the cumulative effects analysis should focus only on those resources that are significantly affected by the proposed project, or resources that are currently in poor or declining health or are at risk even if the proposed project impacts are not significant. Similarly, CEQ guidelines recommend narrowing the focus of the cumulative effects analysis to important issues of national, regional, or local significance so as to “count what counts.” As discussed earlier in this section, implementing the proposed action would be expected to have no significant impacts on resources in the area. As a result, no cumulative effects would be anticipated.

## **4.10.1 Historical Effects and Current Condition of Resources**

The history of Des Moines can be traced back to 1834 when a military post was recommended at the point where the Des Moines and Raccoon Rivers merge. Nine years later, Fort Des Moines was established. Polk County was created in 1846 and Fort Des Moines was chosen as the County seat. The town was surveyed and the sale of town lots began that same year. Des Moines became the state Capitol in 1857-1858 and substantial development of the area commenced shortly after (GSA 2017c). What was once historically open farmland and agriculture eventually became a densely populated urban center. A summary of the historical effects and current condition of the resources considered relevant to the Proposed Action (see Section 1.3.2) is included below in Table 4-8.

## **4.10.2 Reasonably Foreseeable Projects in the Area**

According to the Office of Economic Development, the Des Moines (and the larger integrated metro area outside the City's jurisdiction) economy is doing quite well. In fact, recent USCB estimates earlier this year show Des Moines was the fastest-growing metro area in the Midwest. Employment rose 2.7 percent in May 2017 and the labor force numbers within the past year were at an all time high. Several examples of growth provided by the City include:

- Downtown Housing – 3,300 dwelling units either proposed or currently under construction.
- Downtown Health – \$50M+ expansion of nearby Mercy Hospital.
- Downtown Commercial – Krause Gateway Center (Kum & Go Downtown Headquarters).

Although there is not significant new office construction underway in the downtown area, the City is having good luck retaining/expanding existing companies. One example is the expansion of the Cognizant Corporation with 1,014 new high tech jobs in existing downtown office space. The City has worked with downtown businesses on the retention of over 1,300 jobs and the expansion of just over 1,100 jobs (City of Des Moines 2017h). A list of residential, commercial, hotel, and public downtown development projects is provided in Appendix D. As shown, there are more than 45 development projects either currently under construction or planned for construction in 2017 and beyond (2016 projects were not included) with an estimated value of over \$2.5B.

In addition to these private/commercial projects, the City's Adopted Capital Improvement Program Plan (Fiscal Year 2017 Budget, Plan Years 2018-2022) (City of Des Moines 2017i) and the Des Moines Area Metropolitan Planning Organization's (DMAMPO) Federal Fiscal Year 2018-2021 Transportation Improvement Program (TIP) (DMAMPO 2017) lists infrastructure- and transportation-related projects either funded or slated for funding in the near future. A capital improvement project is a major expenditure involving all aspects of the construction, renovation, and/or repair of City-owned buildings and infrastructure. The TIP is the Des Moines metropolitan area's regionally agreed upon list of surface transportation improvements that received Federal funding. A summary of the City's Capital Improvement Program Plan and the DMAMPO TIP is provided in Appendix D. As demonstrated, there are many capital improvement and TIP-related projects planned for the greater Des Moines area. As mentioned earlier in Section 3.6.1.3, the only major capital improvement projects planned (or currently under construction) in the vicinity of the four sites are the bridge replacement/rehabilitation projects at Locust Street, Court Avenue, Scott Avenue, and SW 1<sup>st</sup> Street. There are, however, several repair, construction, and/or preventive maintenance projects planned at nearby municipal facilities and buildings including:

- Police Station, City Hall, Equipment Service Center, and Public Works building improvements
- Riverwalk improvements
- Parking ramp construction
- Levee maintenance and improvements
- Des Moines River flood mitigation improvements



**Table 4-8. Historical Impacts and Current Condition of Resources  
in the Immediate Vicinity of the Four Site Under Consideration.**

| Issue/Resource  | Historical Effects/Impacts  | Current Condition <sup>1, 2</sup>  |
|---|---|--|
| Hazardous Materials, Waste, and/or Site Contamination | Increased contamination issues as a result of development and industry.   | <b>Average to Poor.</b> Surface water and groundwater pollution issues due to historic (and current) farming and industry. Conditions appear to be greatly improving   |
| Socioeconomics  | Increase in population, income, employment, and housing over time due to development and industry.  | <b>Average.</b> Median household income is below the state and county averages. Des Moines median household income ranks 455 out of 986 reported cities in Iowa. Three of the four sites considered are in areas generally considered to be "poverty areas."                       |
| Environmental Justice and Protection of Children      | Increase in population as a result of development, government, and industry has resulted in an increased minority population.   | <b>N/A.</b> Overall state exhibits low minority population. The City of Des Moines is approximately 37% minority. Three of the four areas under consideration are considered to be in a minority population area.  |
| Public Services and Utilities                         | Substantial development over time as the Capitol city. Extensive public services and utilities developed to sustain growing population.   | <b>Good.</b> Resources generally appear to be adequate in supporting existing population and planned growth.   |
| Surface Waters, Groundwater, and Floodplains          | Increased surface and groundwater contamination issues as a result of historical (and current) farming and industry. Historical flooding in the City.   | <b>Average to Poor.</b> Continued nearby surface and groundwater issues. Flood mitigation strategies implemented in many areas. Several nearby areas (including the three sites east of the river) remain in 500-year floodplain.  |
| Land Use and Zoning                                   | Substantial development over time as the Capitol city. Extensive land use, zoning, and other regulations and guidance developed over time.  | <b>Good to Excellent.</b> Extensive and detailed regulations, ordinances, and development guidance.  |
| Roads, Traffic, and Parking                           | Substantial development over time as the Capitol city (increased traffic). Extensive transportation and parking resources developed in support of government and industry (including pedestrian, bike, and public transportation).                                | <b>Good to Excellent.</b> Extensive transportation networks and parking resources in the CBD area. Roadways in the area generally free-flowing.  |
| Air Quality   | Degraded over time by development of the area, vehicles, etc.   | <b>Good to Excellent.</b> The area is currently in attainment for all of the USEPA's NAAQS criteria pollutants.  |
| Noise and Vibration                                   | Increase in ambient conditions over time due to development of the area, vehicles, etc.   | <b>Good to Average.</b> The area is urban in nature and highly developed. The ambient noise conditions would generally be expected to average in the 65-75 dBA range.  |
| Cultural and Historic Resources                       | Historical occupation and development of the area resulted in extensive archaeological and historic resources. Many buildings and sites lost over time, however current regulations and statewide and local efforts continue to preserve the history of the area. | <b>Good.</b> Existing archaeological and historic resources protected. Existing Courthouse Site located within the Civic Center Historic District. The Courthouse is listed on the NRHP as a contributing building. NRHP-eligible Bird's Run Creek/Sewer located at the YMCA Site. |

1 - As it relates specifically to areas comprising the four sites under consideration or the larger Des Moines CBD area.

2 - From a cumulative impacts standpoint, those issues/resources highlighted would likely show the greatest propensity for decline/further decline as a result of the proposed action.

N/A – not applicable.

### 4.10.3 Cumulative Effects

As demonstrated above, there are a substantial number of projects planned in the Des Moines area to support the local population and overall economy well into the future. Resources potentially affected by these projects include those typical of any facility or infrastructure construction project. In fact, the expected issues would be largely similar to those associated with this proposed action. While the planned improvements could be considered extensive, they would all be implemented in accordance with prevailing City ordinances as well as State and Federal environmental laws and regulations. As a result, growth should be adequately supported, with the needed infrastructure improvements made in a manner that places the highest regard on potential environmental impacts and the importance of mitigating/minimizing any such impacts. Because of

this, when combined with the proposed construction of a new Courthouse, which also has demonstrated no significant environmental impacts, there would be no expected significant cumulative effects to resources in the area.

There are two issues that, from a cumulative impacts standpoint, would likely show the greatest propensity for decline/further decline as a result of implementing the proposed action (see Table 4-8). Hazardous materials, waste, and/or site contamination issues and surface water, groundwater, and floodplain issues have resulted from past land use activities (farming and industry) and historic flooding in the area. Although these resources are considered to be in average to poor current condition because of past issues, the conditions appear to have substantially improved and continue to improve as a result of site cleanups, land use restrictions, implementation of flood mitigation strategies, etc. As demonstrated earlier in this EA, implementing the proposed action would not be expected to adversely affect these resources. Implementing the proposed action would also not be expected to adversely affect the progress that has been made in mitigating any past damages. As a result, no significant cumulative effects would be anticipated.

#### **4.11 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

Implementing the Proposed Action would result in no irreversible or irretrievable commitments of resources.

## **SECTION 5.0 PUBLIC INVOLVEMENT**

The Draft EA and Draft Finding of No Significant Impact (FONSI) were made available for a 15-day public review and comment period. A Notice of Availability (NOA) for the Draft EA was published in the Des Moines Register (hardcopy and online). The text of the NOA is provided below and an affidavit of publication is included in Appendix E.

**Notice of Availability and Notice of Public Informational Session  
Environmental Assessment (EA) for the Proposed Construction of a New Federal  
Courthouse  
Des Moines, Iowa**

Interested parties are hereby notified that the General Services Administration (GSA) has prepared a Draft EA and Draft Finding of No Significant Impact (FONSI) for the proposed construction of a new Federal Courthouse in Des Moines. The action is being proposed to meet the 10-year occupancy and 30-year design needs of the U.S. Federal Courts, Southern District of Iowa. This notice is being issued in accordance with the National Environmental Policy Act. The Draft EA and Draft FONSI have been made available for review and comment for 15 days following the publication of this notice. The Draft EA and Draft FONSI are available at the Central Library, 1000 Grand Avenue. A copy of the Draft EA and Draft FONSI can also be obtained by contacting Karla Carmichael, GSA Regional Environmental Quality Advisor, 819 Taylor Street, Fort Worth, TX 76102, [karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov). Comments on the Draft EA and Draft FONSI must be received (or postmarked) within the 15-day period. Comments should be directed to Ms. Carmichael. GSA will also be accepting comments on the Draft EA and Draft FONSI at a public informational session to be held at the Central Library on July 17, 2017. Comments will be received from 6:30-8:00pm. Any questions should be directed to Ms. Carmichael.

As mentioned in the NOA, the Draft EA and Draft FONSI were made available to the public at the following location:

City of Des Moines  
Central Library  
1000 Grand Avenue  
Des Moines, Iowa 50309  
515-283-4152

An electronic copy of the Draft EA and Draft FONSI were also available by contacting the GSA Regional Environmental Quality Advisor (REQA) listed below. Twelve (12) people requested a copy of the EA (see Appendix D). Interested parties were to submit all comments (postmarked within the 15-day comment period) to the GSA REQA.

Karla Carmichael  
General Services Administration, Region 7  
Regional Environmental Quality Advisor  
819 Taylor Street  
Fort Worth, Texas 76102  
[karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov)

Additionally, GSA made the Draft EA, Draft FONSI, and the public information session slide presentation available at the following GSA website:

<https://www.gsa.gov/desmoinescourthouse>

As part of the planning for the proposed Courthouse, several press releases were published that were intended to update the public, local business leaders, public officials, and other interested parties of the status of the project. The press releases can be found at the website listed above.

## **5.1 PUBLIC INFORMATION SESSION**

Approximately 100 people attended the public information session held by GSA on July 17, 2017. The session was conducted from 6:30 to 8:00 p.m. at the Des Moines Central Library. The sign-in sheets are on file with the GSA.

### **5.1.1 Verbal Comments**

Of those that attended, approximately 23 people asked questions and/or made verbal comments. The majority of the comments were focused in the following areas:

- GSA's selection of the Former YMCA Site for a new Courthouse would not promote or contribute to the City's and citizens' goal of a walkable, vibrant, and active (open nights and weekends) riverfront area.
- GSA's site selection is contrary to its identified selection guidelines, specifically guideline 4 (Provide a space/facility solution within the Des Moines CBD that provides a positive influence on local development/redevelopment).
- GSA's development at the Former YMCA Site would result in a loss of potential future taxable development at the site.
- GSA's construction at either of the MLK sites would be a catalyst for further development/redevelopment in the Market District.
- GSA's development at the Former YMCA Site would exacerbate an already difficult parking situation in the area.
- GSA's overall site-selection process lacks transparency.

A summary of the specific verbal questions/comments received at the session, along with responses are provided in Appendix D. Questions/comments were grouped when possible so as not to be repetitive.

### **5.1.2 Handwritten Comments**

Of the approximate 100 people that attended the public information session held by GSA on July 17, 2017, four (4) people provided handwritten comments on the provided comment sheets. The handwritten comments are included in Appendix D. The comments were substantially the same as those already noted in Section 5.1.1.

### **5.1.3 Email Comments**

Thirty four (34) people provided comments via email. The comments were largely similar to those already listed in Section 5.1.1. The comments, and any additional GSA response warranted, are included in Appendix D.



#### **5.1.4 Letters**

GSA received six (6) handwritten letters with regards to the proposed project. The letters are included in Appendix D along with the responses to any questions/comments. Overall, the questions/comments echoed those received at the July 17, 2017 public information session (see Section 5.1.1).

### **5.2 POST INFORMATION SESSION ACTIVITIES**

#### **5.2.1 Additional Market Research**

Following the publication of the Draft EA and conducting the public information session, GSA issued a press release on September 27, 2017 making the public aware that renewed market research would also be conducted in an attempt to identify additional site alternatives.

On October 10, 2017, GSA published an amendment to its July 2016 REOI in FedBizOpps (FBO), which stated that GSA would consider any additional sites found to be “more advantageous to the Government than the sites currently under consideration.” Interested parties were encouraged to contact GSA by October 24th.

Along with the press release and FBO amendment, GSA encouraged City officials to make the project team aware of any new site alternatives and also physically canvassed the market.

Collectively, these efforts generated a variety of ideas. Ultimately, however, it was determined that there were no site alternatives that were considered to be more advantageous to the Government than those included in the Draft EA. This determination was based on concerns including, but not limited to, site size, anticipated relocation costs in accordance with the Uniform Act, floodplain status, and acquisition cost.

#### **5.2.2 Good Neighbor Outreach**

In an effort to partner with the City of Des Moines officials to address concerns raised during the public comment period regarding the preferred site selection of the Former YMCA Site, GSA engaged their Urban Development/Good Neighbor Program to facilitate a discussion between GSA, the U.S. District Court, and City officials. An initial meeting took place on April 12, 2018, to gain a better understanding of the concerns of the City and establish a sense of partnership to address the concerns to the greatest extent possible.

The project design team was then engaged to begin conceptualizing mutually agreeable solutions that address the issues raised. A subsequent meeting was held on May 17, 2018 to share the conceptual ideas with the City officials. The meeting was an interactive working session with representatives from the City Mayor’s office, City Council, and the City Manager’s office as well as GSA and the U.S. Courts. The meeting focused on ways in which the project could embrace and interact with the adjacent Riverwalk in a way that facilitates pedestrian activities and outdoor recreation; the possibility of a ground level, publicly available cafe or food service establishment; how the massing of the building would interact with the surrounding areas; and how vehicular access could be established for the service entrances of the building.

## **SECTION 6.0 LIST OF PREPARERS**

### **GENERAL SERVICES ADMINISTRATION, CENTRAL OFFICE**

Neil Landers, Real Property Acquisition Program Manager, Office of Portfolio Management and Customer Engagement – Project Oversight.

### **GENERAL SERVICES ADMINISTRATION, REGION 6**

Zach Hawks, LEED AP, Project Manager, Public Buildings Service, Design and Construction Division – Project Development, Management, Coordination, Scoping, and Document Review.

Sheri DeMartino, Contracting Officer, Real Estate Acquisition Division - Project Development, Management, Coordination, Scoping, and Document Review.

Sylvia Augustus, Regional Historic Preservation Officer/Regional Fine Arts Officer – Cultural and Historic Resources Coordination and Review.

### **GENERAL SERVICES ADMINISTRATION, REGION 7**

Mark Duffy, Senior Assistant Regional Counsel, Office of General Counsel – Document Review.

Karla Carmichael, Regional Environmental Quality Advisor – Project Development, Management, Coordination, and Document Review.

### **TEXOMA ENVIRONMENT & RESTORATION, LLC**

Dale Critz, Managing Partner – Project Oversight and Coordination.

Ron Moore, NEPA Program Manager – Project Management, Section 1.0 and 2.0. Planning Section 3.0 and 4.0.

### **GREEN STAR ENVIRONMENTAL**

Leonard Albright, REM, Principal – Project Management, Air and Noise 3.0 and 4.0.

Christopher Dick, PE, Manager, Air Quality Services – Section 3.0 and 4.0 Air Quality and Noise Calculations.

Debra Boopsingh, PE, PG, Sr. Project Manager – Section 3.0 and 4.0 Air and Noise Calculations.

Terrance Harriman, Environmental Scientist, - Section 3.0 and 4.0 Air and Noise Research.

### **QUALITY SERVICES, INC.**

Brenna Moloney, Principal Investigator, Archeology and Architectural History – Historic Properties Inventory and Documentation and Section 3.0 and 4.0 Cultural and Historic Resources.

Lance Rom, Principal Investigator, Archeology and Architectural History – Historic Properties Inventory and Documentation and Section 3.0 and 4.0 Cultural and Historic Resources.

Jana Morehouse, Investigator, Archeology and Architectural History – Historic Properties Inventory and Documentation and Section 3.0 and 4.0 Cultural and Historic Resources.

Mark Carpenter, Investigator, Archeology and Architectural History – Historic Properties Inventory and Documentation and Section 3.0 and 4.0 Cultural and Historic Resources.

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## **SECTION 8.0 ACRONYMS AND ABBREVIATIONS**

|         |  |
|---------|--|
| ABA     | Architectural Barriers Act   |
| ACM     | asbestos containing materials  |
| AHPA    | Archeological and Historic Preservation Act                              |
| AIRFA   | American Indian Religious Freedom Act                                    |
| AQCR    | Air Quality Control Regions  |
| ARPA    | Archeological Resources Protection Act                                   |
| ASHRAE  | American Society of Heating, Refrigerant, and Air Conditioning Engineers |
| BG      | Block Group  |
| BMP     | best management practices  |
| BNSF    | Burlington Northern Santa Fe   |
| C&D     | construction and demolition  |
| CAA     | Clean Air Act  |
| CBD     | Central Business District  |
| CEQ     | Council on Environmental Quality   |
| CERCLA  | Comprehensive Environmental Response, Compensation, and Liability Act    |
| CERCLIS | Compensation, and Liability Information System                           |
| CFR     | Code of Federal Regulations  |
| CO      | carbon monoxide  |
| CPSC    | Consumer Product Safety Commission                                       |
| CWA     | Clean Water Act  |
| DMAMPO  | Des Moines Area Metropolitan Planning Organization                       |
| DART    | Des Moines Area Regional Transit Authority                               |
| dB      | decibel  |
| dBA     | "A" weighted decibels  |
| DMPS    | Des Moines Public Schools  |
| DMWW    | Des Moines area by the Des Moines Water Works                            |
| DNL     | day-night average sound level  |
| EA      | environmental assessment   |
| ECHO    | Enforcement and Compliance History                                       |
| EDR     | Environmental Data Resources   |
| EISA    | Energy Independence and Security Act                                     |
| EO      | Executive Order  |
| EPACT   | Energy Policy Act  |
| EPCRA   | Emergency Planning and Community Right-to-Know Act                       |
| ESA     | Endangered Species Act   |
| ESA     | Environmental Site Assessment  |
| FBO     | FedBizOpps   |
| FEMA    | Federal Emergency Management Agency                                      |
| FFRMS   | Federal Flood Risk Management Standard                                   |
| FICON   | Federal Interagency Committee on Noise                                   |
| FINDS   | Facility Index System/Facility Registry System                           |
| FONSI   | Finding of No Significant Impact   |
| FRA     | Federal Railroad Administration  |
| FWPCA   | Federal Water Pollution Control Act                                      |
| FY      | Fiscal Year  |
| GSA     | General Services Administration  |
| HUD     | Housing and Urban Development  |
| IAC     | Iowa Administrative Code   |
| IDNR    | Iowa Department of Natural Resources                                     |

|                   |  |
|-------------------|--|
| IDOT              | Iowa Department of Transportation                              |
| IDPH              | Iowa Department of Public Health                               |
| IECC              | International Energy Conservation Code                         |
| IH                | Interstate Highway   |
| LBP               | lead-based paint   |
| LEED              | Leadership in Energy and Environmental Design                  |
| L <sub>max</sub>  | maximum A-weighted sound level or maximum sound level          |
| LOS               | Level of Service   |
| LUST              | Leaking Underground Storage Tank                               |
| mg/L              | milligrams per liter   |
| MGP               | Manufactured Gas Plant   |
| MLK               | Martin Luther King Jr.   |
| MPO               | Metropolitan Planning Organization                             |
| MWA               | Metro Waste Authority  |
| N/A               | not applicable   |
| NAA               | nonattainment areas  |
| NAAQS             | National Ambient Air Quality Standards                         |
| NAGPRA            | Native American Graves Protection and Repatriation Act         |
| NEPA              | National Environmental Policy Act                              |
| NESHAP            | National Emissions Standards for Hazardous Air Pollutants      |
| NFRAP             | No Further Remedial Action Planned                             |
| NHPA              | National Historic Preservation Act                             |
| NOA               | Notice of Availability   |
| NOI               | notice of intent   |
| NO <sub>x</sub>   | nitrous oxides   |
| NPDES             | National Pollutant Discharge Elimination System                |
| NPGWS             | Non-PGWS   |
| NPV               | net present value  |
| NRHP              | National Register of Historic Places                           |
| O <sub>3</sub>    | ozone  |
| OSHA              | Occupational Safety and Health Administration                  |
| Pb                | Lead   |
| PBS               | Public Buildings Service                                       |
| PCB               | Polychlorinated Biphenyl                                       |
| PEL               | permissible exposure limit                                     |
| PGWS              | protected groundwater source                                   |
| PL                | Public Law   |
| PM <sub>10</sub>  | particulate matter measuring less than 10 microns in diameter  |
| PM <sub>2.5</sub> | particulate matter measuring less than 2.5 microns in diameter |
| RCRA              | Resource Conservation and Recovery Act                         |
| RE                | renewable energy   |
| REC               | recognized environmental conditions                            |
| REOI              | Request for Expressions of Interest                            |
| REQA              | Regional Environmental Quality Advisor                         |
| ROI               | region of influence  |
| ROW               | right-of-way   |
| SARA              | Superfund Amendments and Reauthorization Act                   |
| SEL               | sound exposure level   |
| SEMS              | Superfund Enterprise Management System                         |
| Seq               | equivalent sound level   |
| SER               | significant emission rate                                      |
| sf                | square foot/feet   |
| SHPO              | State Historic Preservation Officer                            |



|                   |                                      |
|-------------------|--------------------------------------|
| SIP               | State Implementation Plan            |
| SO <sub>2</sub>   | sulfur dioxide                       |
| SWF/LF            | Solid Waste Facilities/Landfills     |
| SWPPP             | Stormwater Pollution Prevention Plan |
| TPY               | tons per year                        |
| TSCA              | Toxic Substances Control Act         |
| USACE             | U.S. Army Corps of Engineers         |
| USAO              | U.S. Attorney's Office               |
| USC               | United States Code                   |
| USCB              | U.S. Census Bureau                   |
| USCDG             | U.S. Courts Design Guide             |
| USDOT             | U.S. Department of Transportation    |
| USEPA             | U.S. Environmental Protection Agency |
| USFWS             | U.S. Fish and Wildlife Service       |
| USGBC             | U.S. Green Building Council          |
| UST               | underground storage tank             |
| V/C               | Volume-Demand-to-Capacity Ratio      |
| VCP               | Voluntary Cleanup Program            |
| VE                | Vapor Encroachment                   |
| VOC               | volatile organic compound            |
| WRA               | Wastewater Reclamation Authority     |
| yd <sup>3</sup>   | cubic yards                          |
| YMCA              | Young Men's Christian Association    |
| µg/m <sup>3</sup> | micrograms per cubic meter           |

## **Appendix A**

### Air Calculations

### Emissions Quantifications for Land Disturbance

|                              | Land Area<br>(acres) <sup>1</sup> | Excavation<br>Time<br>(months/year) | PM <sub>10</sub><br>Emission Factor<br>(ton/acre/mo) <sup>2</sup> | PM <sub>10</sub><br>Emission Rate<br>(tpy) <sup>3</sup> |
|------------------------------|-----------------------------------|-------------------------------------|---|---|
| Type of Construction         |                                   |                                     |   |   |
| Non-residential construction | 12                                | 12                                  | 0.19  | 27.36   |

|                              | Land Area<br>(acres) <sup>1</sup> | Excavation<br>Time<br>(months/year) | PM <sub>2.5</sub><br>Emission Factor<br>(ton/acre/mo) <sup>2</sup> | PM <sub>2.5</sub><br>Emission Rate<br>(tpy) <sup>3</sup> |
|------------------------------|-----------------------------------|-------------------------------------|--|--|
| Type of Construction         |                                   |                                     |  |  |
| Non-residential construction | 12                                | 12                                  | 0.026  | 3.74   |

#### Notes:

1. For the purposes of this study, the construction site with the largest proposed land area (North MLK Site) was used as a worst case scenerio to determine emissions impacts from land disturbance.
2. U.S. Environmental Protection Agency (USEPA). *Documentation for the Final 2002 Nonpoint Sector (Feb 06 Version) National Emission Inventory for Criteria and Hazardous Air Pollutants. C-339-02. July 2006.*
3. PM Emission Rate (tpy) = PM Emission Factor (ton/acre/mo) \* Land Area (acres) \* Excavation Time (months/year)

**Emissions Quantification for On-Road Mobile Sources  
Various Sites in Des Moines, Polk County , Iowa**

| <b>Equipment Type</b>                                | <b>Operational Assumptions<sup>1</sup></b> |                       |                             |
|--|--|-----------------------|-----------------------------|
|  | <b>Trips per Year</b>                      | <b>Miles Per Trip</b> | <b>Total Miles Per Year</b> |
| 18-Wheeler Trucks (Caro, Delivery, Material Hauler)  | 230  | 40                    | 9,200                       |
| Mid-Sized Trucks (Delivery and Material Hauler)      | 230  | 40                    | 9,200                       |
| Heavy Duty Pick-up Truck (diesel)(Inspector/Utility) | 100  | 20                    | 2,000                       |
| Light Duty Pick-up Truck (Gasoline)                  | 25200                                      | 20                    | 504,000                     |
| Passenger Cars (Gasoline)                            | 8550                                       | 20                    | 171,000                     |

| <b>Equipment Type</b>                                | <b>Emission Factors<sup>2</sup></b> |                        |                         |                                    |                                     |                                      |
|--|-------------------------------------|------------------------|-------------------------|------------------------------------|-------------------------------------|--------------------------------------|
|  | <b>NO<sub>x</sub><br/>(g/mile)</b>  | <b>CO<br/>(g/mile)</b> | <b>VOC<br/>(g/mile)</b> | <b>SO<sub>2</sub><br/>(g/mile)</b> | <b>PM<sub>10</sub><br/>(g/mile)</b> | <b>PM<sub>2.5</sub><br/>(g/mile)</b> |
| 18-Wheeler Trucks (Caro, Delivery, Material Hauler)  | 3.0063                              | 0.7166                 | 0.1625                  | 0.0127                             | 0.0884                              | 0.0814                               |
| Mid-Sized Trucks (Delivery and Material Hauler)      | 1.8944                              | 0.7855                 | 0.2164                  | 0.0068                             | 0.0987                              | 0.0908                               |
| Heavy Duty Pick-up Truck (diesel)(Inspector/Utility) | 0.3105                              | 3.4518                 | 0.0652                  | 0.0035                             | 0.0043                              | 0.0037                               |
| Light Duty Pick-up Truck (Gasoline)                  | 0.3036                              | 3.4588                 | 0.0524                  | 0.0025                             | 0.008                               | 0.0071                               |
| Passenger Cars (Gasoline)                            | 0.1418                              | 2.3578                 | 0.0226                  | 0.0019                             | 0.0058                              | 0.0052                               |

| <b>Equipment Type</b>                                | <b>Emission Rates<sup>3</sup></b> |                     |                      |                                 |                                  |                                   |
|--|-----------------------------------|---------------------|----------------------|---------------------------------|----------------------------------|-----------------------------------|
|  | <b>NO<sub>x</sub><br/>(TPY)</b>   | <b>CO<br/>(TPY)</b> | <b>VOC<br/>(TPY)</b> | <b>SO<sub>2</sub><br/>(TPY)</b> | <b>PM<sub>10</sub><br/>(TPY)</b> | <b>PM<sub>2.5</sub><br/>(TPY)</b> |
| 18-Wheeler Trucks (Caro, Delivery, Material Hauler)  | 0.030                             | 0.007               | 0.002                | 0.0001                          | 0.00090                          | 0.00083                           |
| Mid-Sized Trucks (Delivery and Material Hauler)      | 0.019                             | 0.008               | 0.002                | 0.0001                          | 0.00100                          | 0.00092                           |
| Heavy Duty Pick-up Truck (diesel)(Inspector/Utility) | 0.001                             | 0.008               | 0.000                | 0.0000                          | 0.00001                          | 0.00001                           |
| Light Duty Pick-up Truck (Gasoline)                  | 0.169                             | 1.922               | 0.029                | 0.0014                          | 0.00444                          | 0.00394                           |
| Passenger Cars (Gasoline)                            | 0.027                             | 0.444               | 0.004                | 0.0004                          | 0.00109                          | 0.00098                           |
| <b>TOTAL</b>   | <b>0.246</b>                      | <b>2.389</b>        | <b>0.037</b>         | <b>0.0020</b>                   | <b>0.0074</b>                    | <b>0.0067</b>                     |

<sup>1</sup> Number of trips provided in Section 2.4, mileage assumes a 40 mile round trip for deliveries and a 20 mile round trip for construction personnel. It is further assumed that the distribution of vehicles is split 1:3 between "passenger cars" and "pick-up trucks and SUVs", and that all inspectors drive trucks.

<sup>2</sup> Emission factors were modeled using USEPA's MOVES2014a Emission Factor Model utilizing 2019 as the inventory year

<sup>3</sup> Emission Rates = (Total Miles Per Year x Emission Factor ) ÷ (453.59 g/lb. x 2,000 lb./ton)



**Emissions Quantification for Off-road Construction Equipment  
Various Sites in Des Moines, Polk County , Iowa**

| <b>Equipment Type</b>        | <b>Horsepower<br/>(hp)</b> | <b>Operating Parameters <sup>1</sup></b> |                          |                              |                               |                        |
|------------------------------|----------------------------|--|--------------------------|------------------------------|-------------------------------|------------------------|
|                              |                            | <b>No. of<br/>Units</b>                  | <b>Hours<br/>Per Day</b> | <b>Days<br/>Of Operation</b> | <b>Hours of<br/>Operation</b> | <b>Total<br/>hp-hr</b> |
| Backhoe                      | 100                        | 1  | 10                       | 90                           | 900                           | 90,000                 |
| Bucket Lift                  | 100                        | 1  | 10                       | 120                          | 1200                          | 120,000                |
| Concrete Mix Truck           | 300                        | 1  | 10                       | 60                           | 600                           | 180,000                |
| Concrete Pump Truck          | 300                        | 1  | 10                       | 60                           | 600                           | 180,000                |
| Crane (Truck)                | 300                        | 1  | 10                       | 180                          | 1800                          | 540,000                |
| Dozer (Medium)               | 300                        | 1  | 10                       | 90                           | 900                           | 270,000                |
| Drill Rig (Medium)           | 300                        | 1  | 10                       | 15                           | 150                           | 45,000                 |
| Drill Rig (Large)            | 750                        | 1  | 10                       | 15                           | 150                           | 112,500                |
| Drop Hammer                  | 6                          | 1  | 10                       | 30                           | 300                           | 1,800                  |
| Excavator (Track Medium)     | 300                        | 1  | 10                       | 120                          | 1200                          | 360,000                |
| Fork Lift (Small)            | 40                         | 1  | 10                       | 30                           | 300                           | 12,000                 |
| Fork Lift (Large)            | 100                        | 1  | 10                       | 30                           | 300                           | 30,000                 |
| Loader (Wheeled, Medium)     | 300                        | 1  | 10                       | 120                          | 1200                          | 360,000                |
| Roller (Medium)              | 100                        | 1  | 10                       | 30                           | 300                           | 30,000                 |
| Scraper                      | 600                        | 1  | 10                       | 30                           | 300                           | 180,000                |
| Sweeper                      | 100                        | 1  | 10                       | 30                           | 300                           | 30,000                 |
| Water Truck                  | 300                        | 1  | 10                       | 90                           | 900                           | 270,000                |
| Other Construction Equipment | 50                         | 1  | 10                       | 450                          | 4500                          | 225,000                |

<sup>1</sup> Operating Parameters are provided in Section 2.4

| Equipment Type               | Horsepower<br>(hp) | Emission Factors <sup>2, 3, 4</sup> |                 |                               |                              |                               |                                |
|------------------------------|--------------------|-------------------------------------|-----------------|-------------------------------|------------------------------|-------------------------------|--------------------------------|
|                              |                    | NO <sub>x</sub><br>(g/hp-hr)        | CO<br>(g/hp-hr) | VOC <sup>5</sup><br>(g/hp-hr) | SO <sub>2</sub><br>(g/hp-hr) | PM <sub>10</sub><br>(g/hp-hr) | PM <sub>2.5</sub><br>(g/hp-hr) |
| Backhoe                      | 100                | 3.3247                              | 4.2385          | 0.7076                        | 0.0041                       | 0.5872                        | 0.5696                         |
| Bucket Lift                  | 100                | 1.7355                              | 1.6994          | 0.2192                        | 0.0033                       | 0.2174                        | 0.2109                         |
| Concrete Mix Truck           | 300                | 3.3299                              | 0.8276          | 0.3035                        | 0.0032                       | 0.1577                        | 0.1530                         |
| Concrete Pump Truck          | 300                | 3.3299                              | 0.8276          | 0.3035                        | 0.0032                       | 0.1577                        | 0.1530                         |
| Crane (Truck)                | 300                | 1.2118                              | 0.2648          | 0.1768                        | 0.0028                       | 0.0509                        | 0.0493                         |
| Dozer (Medium)               | 300                | 0.8232                              | 0.2401          | 0.1645                        | 0.0027                       | 0.0365                        | 0.0354                         |
| Drill Rig (Medium)           | 300                | 3.0998                              | 0.7455          | 0.2848                        | 0.0031                       | 0.1563                        | 0.1516                         |
| Drill Rig (Large)            | 750                | 3.3334                              | 1.1542          | 0.2497                        | 0.0032                       | 0.1516                        | 0.1471                         |
| Drop Hammer                  | 6                  | 4.4970                              | 4.4545          | 0.6564                        | 0.0040                       | 0.3961                        | 0.3842                         |
| Excavator (Track Medium)     | 300                | 0.6676                              | 0.1936          | 0.1602                        | 0.0027                       | 0.0267                        | 0.0259                         |
| Fork Lift (Small)            | 40                 | 3.1880                              | 0.4031          | 0.1641                        | 0.0030                       | 0.0488                        | 0.0473                         |
| Fork Lift (Large)            | 100                | 1.7355                              | 1.6994          | 0.2192                        | 0.0033                       | 0.2174                        | 0.2109                         |
| Loader (Medium)              | 300                | 1.1405                              | 0.3773          | 0.1765                        | 0.0028                       | 0.0672                        | 0.0652                         |
| Roller (Medium)              | 100                | 1.4710                              | 1.4620          | 0.1986                        | 0.0032                       | 0.1810                        | 0.1756                         |
| Scraper                      | 600                | 1.4915                              | 0.6115          | 0.1719                        | 0.0029                       | 0.0907                        | 0.0880                         |
| Sweeper                      | 100                | 2.1331                              | 2.0036          | 0.2604                        | 0.0034                       | 0.2575                        | 0.2497                         |
| Water Truck                  | 300                | 0.3647                              | 0.1255          | 0.1560                        | 0.0026                       | 0.0116                        | 0.0113                         |
| Other Construction Equipment | 50                 | 3.2581                              | 0.4692          | 0.1713                        | 0.0030                       | 0.0610                        | 0.0591                         |

<sup>2</sup> Emission factors were modeled using USEPA's MOVES2014a Emission Factor Model utilizing 2019 as the inventory year.

<sup>3</sup> Site specific temperature profiles for Polk County, Iowa are included in the MOVES2014a modeling software.

<sup>4</sup> A diesel fuel sulfur content of 11 ppm was utilized in the MOVES2014a model based on 2019 data provided in USEPA, *Suggested Nationwide Average Fuel Properties*, EPA-420-B-09-018, April 2009.

<sup>5</sup> VOC emission factors include both exhaust emissions and crankcase emissions.

|                              |                    | Emission Rates <sup>6</sup> |               |               |                          |                           |                            |
|------------------------------|--------------------|-----------------------------|---------------|---------------|--------------------------|---------------------------|----------------------------|
| Equipment Type               | Horsepower<br>(hp) | NO <sub>x</sub><br>(TPY)    | CO<br>(TPY)   | VOC<br>(TPY)  | SO <sub>2</sub><br>(TPY) | PM <sub>10</sub><br>(TPY) | PM <sub>2.5</sub><br>(TPY) |
| Backhoe                      | 100                | 0.3298                      | 0.4205        | 0.0702        | 0.0004                   | 0.0583                    | 0.0565                     |
| Bucket Lift                  | 100                | 0.2296                      | 0.2248        | 0.0290        | 0.0004                   | 0.0288                    | 0.0279                     |
| Concrete Mix Truck           | 300                | 0.6607                      | 0.1642        | 0.0602        | 0.0006                   | 0.0313                    | 0.0304                     |
| Concrete Pump Truck          | 300                | 0.6607                      | 0.1642        | 0.0602        | 0.0006                   | 0.0313                    | 0.0304                     |
| Crane (Truck)                | 300                | 0.7213                      | 0.1576        | 0.1052        | 0.0017                   | 0.0303                    | 0.0293                     |
| Dozer (Medium)               | 300                | 0.2450                      | 0.0715        | 0.0490        | 0.0008                   | 0.0109                    | 0.0105                     |
| Drill Rig (Medium)           | 300                | 0.1538                      | 0.0370        | 0.0141        | 0.0002                   | 0.0078                    | 0.0075                     |
| Drill Rig (Large)            | 750                | 0.4134                      | 0.1431        | 0.0310        | 0.0004                   | 0.0188                    | 0.0182                     |
| Drop Hammer                  | 6                  | 0.0089                      | 0.0088        | 0.0013        | 0.0000                   | 0.0008                    | 0.0008                     |
| Excavator (Track Medium)     | 300                | 0.2649                      | 0.0768        | 0.0636        | 0.0011                   | 0.0106                    | 0.0103                     |
| Fork Lift (Small)            | 40                 | 0.0422                      | 0.0053        | 0.0022        | 0.0000                   | 0.0006                    | 0.0006                     |
| Fork Lift (Large)            | 100                | 0.0574                      | 0.0562        | 0.0072        | 0.0001                   | 0.0072                    | 0.0070                     |
| Loader (Medium)              | 300                | 0.4526                      | 0.1497        | 0.0700        | 0.0011                   | 0.0267                    | 0.0259                     |
| Roller (Medium)              | 100                | 0.0486                      | 0.0483        | 0.0066        | 0.0001                   | 0.0060                    | 0.0058                     |
| Scraper                      | 600                | 0.2959                      | 0.1213        | 0.0341        | 0.0006                   | 0.0180                    | 0.0175                     |
| Sweeper                      | 100                | 0.0705                      | 0.0663        | 0.0086        | 0.0001                   | 0.0085                    | 0.0083                     |
| Water Truck                  | 300                | 0.1085                      | 0.0374        | 0.0464        | 0.0008                   | 0.0035                    | 0.0034                     |
| Other Construction Equipment | 50                 | 0.8081                      | 0.1164        | 0.0425        | 0.0007                   | 0.0151                    | 0.0147                     |
| <b>TOTAL</b>                 |                    | <b>5.5720</b>               | <b>2.0695</b> | <b>0.7015</b> | <b>0.0098</b>            | <b>0.3143</b>             | <b>0.3048</b>              |

<sup>6</sup>Emission Rates = (Total hp-hr x Emission Factor ) ÷ (453.59 g/lb. x 2,000 lb./ton)

**MOVES2014a Data Output**  
**Emissions Factors by Vehicle Type, Road Conditions, Atmospheric Conditions, Speed, and Pollutant**  
**On-Road Mobile Vehicles**  
**Fuel Types: Gasoline and Diesel      Units: Grams/Mile      Polk County**  
**Various Sites in Des Moines, Polk County, Iowa**  
**Model Year: 2019**  
**Date of Model Run: May 23, 2017**

| yearID | monthID | dayID | MOVES2014a<br>sourceTypeID | Vehicle Type  | MOVES2014a<br>fuelTypeID | Fuel     | MOVES2014a<br>pollutantID | Criteria<br>Pollutant | MOVES2014a<br>processID | Pollutant Process         | Emissions Rate<br>Per Distance | Total Emmisions<br>Rate per Pollutant<br>(Sum of Pollutant<br>Processes) | units  |
|--------|---------|-------|----------------------------|---------------|--------------------------|----------|---------------------------|-----------------------|-------------------------|---------------------------|--------------------------------|--|--------|
| 2019   | 7       | 5     | 21                         | Passenger Car | 1                        | Gasoline | 2                         | CO                    | 1                       | Running Exhaust           | 2.3566                         | 2.3578   | g/mile |
| 2019   | 7       | 5     |                            |               |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0012                         |  |        |
| 2019   | 12      | 5     |                            |               |                          |          | 3                         | NO <sub>x</sub>       | 1                       | Running Exhaust           | 0.1418                         | 0.1418   | g/mile |
| 2019   | 12      | 5     |                            |               |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0000                         |  |        |
| 2019   | 7       | 5     |                            |               |                          |          | 31                        | SO <sub>2</sub>       | 1                       | Running Exhaust           | 0.0019                         | 0.0019   | g/mile |
| 2019   | 7       | 5     |                            |               |                          |          | 87                        | VOC                   | 1                       | Running Exhaust           | 0.0223                         | 0.0226   | g/mile |
| 2019   | 7       | 5     |                            |               |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0003                         |  |        |
| 2019   | 1       | 5     |                            |               |                          |          | 100                       | PM <sub>10</sub>      | 1                       | Running Exhaust           | 0.0058                         | 0.0058   | g/mile |
| 2019   | 1       | 5     |                            |               |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0000                         |  |        |
| 2019   | 1       | 5     |                            |               |                          |          | 110                       | PM <sub>2.5</sub>     | 1                       | Running Exhaust           | 0.0051                         | 0.0052   | g/mile |
| 2019   | 1       | 5     |                            |               |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0000                         |  |        |

| yearID | monthID | dayID | MOVES2014a<br>sourceTypeID | Vehicle Type    | MOVES2014a<br>fuelTypeID | Fuel     | MOVES2014a<br>pollutantID | Criteria<br>Pollutant | MOVES2014a<br>processID | Pollutant Process         | Emissions Rate<br>Per Distance | Total Emmisions<br>Rate per Pollutant<br>(Sum of Pollutant<br>Processes) | units  |
|--------|---------|-------|----------------------------|-----------------|--------------------------|----------|---------------------------|-----------------------|-------------------------|---------------------------|--------------------------------|--|--------|
| 2019   | 7       | 5     | 31                         | Passenger Truck | 1                        | Gasoline | 2                         | CO                    | 1                       | Running Exhaust           | 3.4570                         | 3.4588   | g/mile |
| 2019   | 7       | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0018                         |  |        |
| 2019   | 12      | 5     |                            |                 |                          |          | 3                         | NO <sub>x</sub>       | 1                       | Running Exhaust           | 0.3036                         | 0.3036   | g/mile |
| 2019   | 12      | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0000                         |  |        |
| 2019   | 7       | 5     |                            |                 |                          |          | 31                        | SO <sub>2</sub>       | 1                       | Running Exhaust           | 0.0025                         | 0.0025   | g/mile |
| 2019   | 7       | 5     |                            |                 |                          |          | 87                        | VOC                   | 1                       | Running Exhaust           | 0.0517                         | 0.0524   | g/mile |
| 2019   | 7       | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0007                         |  |        |
| 2019   | 1       | 5     |                            |                 |                          |          | 100                       | PM <sub>10</sub>      | 1                       | Running Exhaust           | 0.0080                         | 0.0080   | g/mile |
| 2019   | 1       | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0000                         |  |        |
| 2019   | 1       | 5     |                            |                 |                          |          | 110                       | PM <sub>2.5</sub>     | 1                       | Running Exhaust           | 0.0070                         | 0.0071   | g/mile |
| 2019   | 1       | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0000                         |  |        |
| 2019   | 7       | 5     | 31                         | Passenger Truck | 2                        | Diesel   | 2                         | CO                    | 1                       | Running Exhaust           | 3.4518                         | 3.4650   | g/mile |
| 2019   | 7       | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0132                         |  |        |
| 2019   | 12      | 5     |                            |                 |                          |          | 3                         | NO <sub>x</sub>       | 1                       | Running Exhaust           | 0.3104                         | 0.3105   | g/mile |
| 2019   | 12      | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0001                         |  |        |
| 2019   | 7       | 5     |                            |                 |                          |          | 31                        | SO <sub>2</sub>       | 1                       | Running Exhaust           | 0.0035                         | 0.0035   | g/mile |
| 2019   | 7       | 5     |                            |                 |                          |          | 87                        | VOC                   | 1                       | Running Exhaust           | 0.0639                         | 0.0652   | g/mile |
| 2019   | 7       | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0014                         |  |        |
| 2019   | 12      | 5     |                            |                 |                          |          | 100                       | PM <sub>10</sub>      | 1                       | Running Exhaust           | 0.0042                         | 0.0043   | g/mile |
| 2019   | 12      | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0001                         |  |        |
| 2019   | 12      | 5     |                            |                 |                          |          | 110                       | PM <sub>2.5</sub>     | 1                       | Running Exhaust           | 0.0035                         | 0.0037   | g/mile |
| 2019   | 12      | 5     |                            |                 |                          |          |                           |                       | 15                      | Crankcase Running Exhaust | 0.0001                         |  |        |



| yearID | monthID | dayID | MOVES2014a<br>sourceTypeID | Vehicle Type                      | MOVES2014a<br>fuelTypeID | Fuel   | MOVES2014a<br>pollutantID | Criteria<br>Pollutant | MOVES2014a<br>processID | Pollutant Process         | Emissions Rate<br>Per Distance | Total Emmisions<br>Rate per Pollutant<br>(Sum of Pollutant<br>Processes) | units  |
|--------|---------|-------|----------------------------|-----------------------------------|--------------------------|--------|---------------------------|-----------------------|-------------------------|---------------------------|--------------------------------|--|--------|
| 2019   | 12      | 5     | 52                         | Single Unit Short-Haul Truck      | 2                        | Diesel | 2                         | CO                    | 1                       | Running Exhaust           | 0.7787                         | 0.7855   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0068                         |  |        |
| 2019   | 12      | 5     |                            |                                   |                          |        | 3                         | NO <sub>x</sub>       | 1                       | Running Exhaust           | 1.8933                         | 1.8944   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0012                         |  |        |
| 2019   | 7       | 5     |                            |                                   |                          |        | 31                        | SO <sub>2</sub>       | 1                       | Running Exhaust           | 0.0068                         | 0.0068   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        | 87                        | VOC                   | 1                       | Running Exhaust           | 0.2098                         | 0.2164   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0066                         |  |        |
| 2019   | 9       | 5     |                            |                                   |                          |        | 100                       | PM <sub>10</sub>      | 1                       | Running Exhaust           | 0.0686                         | 0.0987   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0301                         |  |        |
| 2019   | 12      | 5     |                            |                                   |                          |        | 110                       | PM <sub>2.5</sub>     | 1                       | Running Exhaust           | 0.0631                         | 0.0908   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0277                         |  |        |
| 2019   | 11      | 5     | 61                         | Combination Unit Short-Haul Truck | 2                        | Diesel | 2                         | CO                    | 1                       | Running Exhaust           | 0.7111                         | 0.7166   | g/mile |
| 2019   | 11      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0055                         |  |        |
| 2019   | 12      | 5     |                            |                                   |                          |        | 3                         | NO <sub>x</sub>       | 1                       | Running Exhaust           | 3.0045                         | 3.0063   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0018                         |  |        |
| 2019   | 7       | 5     |                            |                                   |                          |        | 31                        | SO <sub>2</sub>       | 1                       | Running Exhaust           | 0.0127                         | 0.0127   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        | 87                        | VOC                   | 1                       | Running Exhaust           | 0.1579                         | 0.1625   | g/mile |
| 2019   | 11      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0047                         |  |        |
| 2019   | 11      | 5     |                            |                                   |                          |        | 100                       | PM <sub>10</sub>      | 1                       | Running Exhaust           | 0.0699                         | 0.0884   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0185                         |  |        |
| 2019   | 11      | 5     |                            |                                   |                          |        | 110                       | PM <sub>2.5</sub>     | 1                       | Running Exhaust           | 0.0643                         | 0.0814   | g/mile |
| 2019   | 12      | 5     |                            |                                   |                          |        |                           |                       | 15                      | Crankcase Running Exhaust | 0.0171                         |  |        |

**Notes and Assumptions:**

1) The MOVES2014a model calculated emissions rates based on a range of aveage monthly ambient temperature and humidity data for Polk County, Iowa. The month represented in the "monthID" column indicated the month with the highest emissions rate for a particular pollutant. In each case the highest emissions rate was chosen to represent a worst-case scenario.

2) The MOVES2014a model calculated emissions rates based on a range of speeds. Results are shown for and average speed of 52.5 - 57.5 mph based on average speed limits along the most accessable roads to each construction site.

3) The MOVES2014a model calculated emissions rates based on a range of road types. Results are shown for urbane unrestricted roads.

**MOVES2014a Data Output**  
**Emissions Factors by Horsepower and Pollutant**  
**Off-road Construction Equipment**

**Fuel Type: Diesel**

**Units: Grams/HP-Hour**

**Polk County, Iowa**

**Various Sites in Des Moines, Polk County, Iowa**

**Total for year: 2019**

**Date of Model Run: May 25, 2017**

| Month | Day | Equipment                | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                     | MOVES2014a<br>processID | Emissions Process         | MOVES2014a<br>hpID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|--------------------------|---------------------------|---|-------------------------|---------------------------|--------------------|---------------------|---------------------------------------|--|------------------------|
| 6     | 5   | Bore/Drill Rigs (Medium) | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 300                | 175 < hp <= 300     | 0.7455                                | 0.7455   | g/hp-hr                |
| 5     | 5   |                          | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                    |                     | 3.0998                                | 3.0998   | g/hp-hr                |
| 5     | 5   |                          | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                    |                     | 0.0031                                | 0.0031   | g/hp-hr                |
| 2     | 5   |                          | 87                        | VOCs                                      | 1                       | Running Exhaust           |                    |                     | 0.2805                                | 0.2848   | g/hp-hr                |
| 5     | 5   |                          |                           |   | 15                      | Crankcase Running Exhaust |                    |                     | 0.0043                                |  |                        |
| 5     | 5   |                          | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                    |                     | 0.1563                                | 0.1563   | g/hp-hr                |
| 5     | 5   |                          | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                    |                     | 0.1516                                | 0.1516   | g/hp-hr                |
| 5     | 5   | Bore/Drill Rigs (Large)  | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 750                | 600 < hp <= 750     | 1.1542                                | 1.1542   | g/hp-hr                |
| 4     | 5   |                          | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                    |                     | 3.3334                                | 3.3334   | g/hp-hr                |
| 5     | 5   |                          | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                    |                     | 0.0032                                | 0.0032   | g/hp-hr                |
| 6     | 5   |                          | 87                        | VOCs                                      | 1                       | Running Exhaust           |                    |                     | 0.2460                                | 0.2497   | g/hp-hr                |
| 2     | 5   |                          |                           |   | 15                      | Crankcase Running Exhaust |                    |                     | 0.0037                                |  |                        |
| 2     | 5   |                          | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                    |                     | 0.1516                                | 0.1516   | g/hp-hr                |
| 5     | 5   |                          | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                    |                     | 0.1471                                | 0.1471   | g/hp-hr                |

| Month | Day | Equipment  | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                           | MOVES2014a<br>processID | Emissions Process            | MOVES2014a<br>hplID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|--|---------------------------|---|-------------------------|------------------------------|---------------------|---------------------|---------------------------------------|--|------------------------|
| 6     | 5   | Concrete & Mortar Mixer<br>(Mix and Pump Trucks) | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 300                 | 175 < hp <= 300     | 0.8276                                | 0.8276   | g/hp-hr                |
| 6     | 5   |  | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 3.3299                                | 3.3299   | g/hp-hr                |
| 5     | 5   |  | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0032                                | 0.0032   | g/hp-hr                |
| 2     | 5   |  | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.2988                                | 0.3035   | g/hp-hr                |
| 2     | 5   |  |                           |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0047                                |  |                        |
| 8     | 5   |  | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.1577                                | 0.1577   | g/hp-hr                |
| 4     | 5   |  | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.1530                                | 0.1530   | g/hp-hr                |
| 10    | 5   | Cranes   | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 300                 | 175 < hp <= 300     | 0.2648                                | 0.2648   | g/hp-hr                |
| 10    | 5   |  | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 1.2118                                | 1.2118   | g/hp-hr                |
| 10    | 5   |  | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0028                                | 0.0028   | g/hp-hr                |
| 10    | 5   |  | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.1756                                | 0.1768   | g/hp-hr                |
| 10    | 5   |  | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0012                                |  | g/hp-hr                |
| 10    | 5   |  | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.0509                                | 0.0509   | g/hp-hr                |
| 10    | 5   |  | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.0493                                | 0.0493   | g/hp-hr                |

| Month | Day | Equipment                | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                     | MOVES2014a<br>processID | Emissions Process         | MOVES2014a<br>hpID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|--------------------------|---------------------------|---|-------------------------|---------------------------|--------------------|---------------------|---------------------------------------|--|------------------------|
| 6     | 5   | Crawlers/Tractors/Dozers | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 300                | 175 < hp <= 300     | 0.2401                                | 0.2401   | g/hp-hr                |
| 5     | 5   |                          | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                    |                     | 0.8232                                | 0.8232   | g/hp-hr                |
| 8     | 5   |                          | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                    |                     | 0.0027                                | 0.0027   | g/hp-hr                |
| 8     | 5   |                          | 87                        | VOCs                                      | 1                       | Running Exhaust           |                    |                     | 0.1640                                | 0.1645   | g/hp-hr                |
| 5     | 5   |                          |                           |   | 15                      | Crankcase Running Exhaust |                    |                     | 0.0005                                |  |                        |
| 8     | 5   |                          | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                    |                     | 0.0365                                | 0.0365   | g/hp-hr                |
| 2     | 5   |                          | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                    |                     | 0.0354                                | 0.0354   | g/hp-hr                |
| 5     | 5   | Excavators               | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 300                | 175 < hp <= 300     | 0.1936                                | 0.1936   | g/hp-hr                |
| 6     | 5   |                          | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                    |                     | 0.6676                                | 0.6676   | g/hp-hr                |
| 10    | 5   |                          | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                    |                     | 0.0027                                | 0.0027   | g/hp-hr                |
| 5     | 5   |                          | 87                        | VOCs                                      | 1                       | Running Exhaust           |                    |                     | 0.1599                                | 0.1602   | g/hp-hr                |
| 2     | 5   |                          | 87                        |   | 15                      | Crankcase Running Exhaust |                    |                     | 0.0003                                |  | g/hp-hr                |
| 5     | 5   |                          | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                    |                     | 0.0267                                | 0.0267   | g/hp-hr                |
| 5     | 5   |                          | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                    |                     | 0.0259                                | 0.0259   | g/hp-hr                |

| Month | Day | Equipment                               | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                           | MOVES2014a<br>processID | Emissions Process            | MOVES2014a<br>hplID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|---|---------------------------|---|-------------------------|------------------------------|---------------------|---------------------|---------------------------------------|--|------------------------|
| 11    | 5   | Off Highway Trucks<br>(Water Truck)     | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 300                 | 175 < hp <= 300     | 0.1255                                | 0.1255   | g/hp-hr                |
| 10    | 5   |   | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 0.3647                                | 0.3647   | g/hp-hr                |
| 10    | 5   |   | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0026                                | 0.0026   | g/hp-hr                |
| 11    | 5   |   | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.1560                                | 0.1560   | g/hp-hr                |
| 11    | 5   |   | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0000                                |  |                        |
| 11    | 5   |   | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.0116                                | 0.0116   | g/hp-hr                |
| 11    | 5   |   | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.0113                                | 0.0113   | g/hp-hr                |
| 11    | 5   | Other Construction Equipment<br>(Misc.) | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 50                  | 40 < hp <= 50       | 0.4692                                | 0.4692   | g/hp-hr                |
| 4     | 5   |   | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 3.2581                                | 3.2581   | g/hp-hr                |
| 8     | 5   |   | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0030                                | 0.0030   | g/hp-hr                |
| 4     | 5   |   | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.1712                                | 0.1713   | g/hp-hr                |
| 2     | 5   |   | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0001                                |  |                        |
| 4     | 5   |   | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.0610                                | 0.0610   | g/hp-hr                |
| 8     | 5   |   | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.0591                                | 0.0591   | g/hp-hr                |



| Month | Day | Equipment                      | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                     | MOVES2014a<br>processID | Emissions Process         | MOVES2014a<br>hplID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|--------------------------------|---------------------------|---|-------------------------|---------------------------|---------------------|---------------------|---------------------------------------|--|------------------------|
| 4     | 5   | Rollers                        | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 100                 | 75 < hp <= 100      | 1.4620                                | 1.4620   | g/hp-hr                |
| 4     | 5   |                                | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                     |                     | 1.4710                                | 1.4710   | g/hp-hr                |
| 12    | 5   |                                | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                     |                     | 0.0032                                | 0.0032   | g/hp-hr                |
| 6     | 5   |                                | 87                        | VOCs                                      | 1                       | Running Exhaust           |                     |                     | 0.1968                                | 0.1986   | g/hp-hr                |
| 12    | 5   |                                | 87                        |   | 15                      | Crankcase Running Exhaust |                     |                     | 0.0017                                |  |                        |
| 12    | 5   |                                | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                     |                     | 0.1810                                | 0.1810   | g/hp-hr                |
| 4     | 5   |                                | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                     |                     | 0.1756                                | 0.1756   | g/hp-hr                |
| 6     | 5   | Rough Terrain Forklift (Small) | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 40                  | 25 < hp <= 40       | 0.4031                                | 0.4031   | g/hp-hr                |
| 10    | 5   |                                | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                     |                     | 3.1880                                | 3.1880   | g/hp-hr                |
| 4     | 5   |                                | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                     |                     | 0.0030                                | 0.0030   | g/hp-hr                |
| 10    | 5   |                                | 87                        | VOCs                                      | 1                       | Running Exhaust           |                     |                     | 0.1641                                | 0.1641   | g/hp-hr                |
| 10    | 5   |                                | 87                        |   | 15                      | Crankcase Running Exhaust |                     |                     | 0.0000                                |  |                        |
| 2     | 5   |                                | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                     |                     | 0.0488                                | 0.0488   | g/hp-hr                |
| 6     | 5   |                                | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                     |                     | 0.0473                                | 0.0473   | g/hp-hr                |

| Month | Day | Equipment                               | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                           | MOVES2014a<br>processID | Emissions Process            | MOVES2014a<br>hplID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|---|---------------------------|---|-------------------------|------------------------------|---------------------|---------------------|---------------------------------------|--|------------------------|
| 12    | 5   | Rough Terrain Forklift<br>(Large)       | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 100                 | 75 < hp <= 100      | 1.6994                                | 1.6994   | g/hp-hr                |
| 12    | 5   |   | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 1.7355                                | 1.7355   | g/hp-hr                |
| 12    | 5   |   | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0033                                | 0.0033   | g/hp-hr                |
| 12    | 5   |   | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.2168                                | 0.2192   | g/hp-hr                |
| 12    | 5   |   | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0024                                |  |                        |
| 8     | 5   |   | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.2174                                | 0.2174   | g/hp-hr                |
| 6     | 5   |   | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.2109                                | 0.2109   | g/hp-hr                |
| 12    | 5   | Rough Terrain Forklift<br>(Bucket Lift) | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 100                 | 75 < hp <= 100      | 1.6994                                | 1.6994   | g/hp-hr                |
| 12    | 5   |   | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 1.7355                                | 1.7355   | g/hp-hr                |
| 12    | 5   |   | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0033                                | 0.0033   | g/hp-hr                |
| 12    | 5   |   | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.2168                                | 0.2192   | g/hp-hr                |
| 12    | 5   |   | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0024                                |  |                        |
| 8     | 5   |   | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.2174                                | 0.2174   | g/hp-hr                |
| 6     | 5   |   | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.2109                                | 0.2109   | g/hp-hr                |

| Month | Day | Equipment           | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                     | MOVES2014a<br>processID | Emissions Process         | MOVES2014a<br>hplID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|---------------------|---------------------------|---|-------------------------|---------------------------|---------------------|---------------------|---------------------------------------|--|------------------------|
| 12    | 5   | Rubber Tire Loaders | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 300                 | 175 < hp <= 300     | 0.3773                                | 0.3773   | g/hp-hr                |
| 12    | 5   |                     | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                     |                     | 1.1405                                | 1.1405   | g/hp-hr                |
| 11    | 5   |                     | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                     |                     | 0.0028                                | 0.0028   | g/hp-hr                |
| 5     | 5   |                     | 87                        | VOCs                                      | 1                       | Running Exhaust           |                     |                     | 0.1754                                | 0.1765   | g/hp-hr                |
| 6     | 5   |                     | 87                        |   | 15                      | Crankcase Running Exhaust |                     |                     | 0.0011                                |  |                        |
| 2     | 5   |                     | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                     |                     | 0.0672                                | 0.0672   | g/hp-hr                |
| 12    | 5   |                     | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                     |                     | 0.0652                                | 0.0652   | g/hp-hr                |
| 8     | 5   | Scraper             | 2                         | Carbon Monoxide (CO)                      | 1                       | Running Exhaust           | 600                 | 300 < hp <= 600     | 0.6115                                | 0.6115   | g/hp-hr                |
| 2     | 5   |                     | 3                         | Oxides of Nitrogen (NO <sub>x</sub> )     | 1                       | Running Exhaust           |                     |                     | 1.4915                                | 1.4915   | g/hp-hr                |
| 8     | 5   |                     | 31                        | Sulfur Dioxide (SO <sub>2</sub> )         | 1                       | Running Exhaust           |                     |                     | 0.0029                                | 0.0029   | g/hp-hr                |
| 10    | 5   |                     | 87                        | VOCs                                      | 1                       | Running Exhaust           |                     |                     | 0.1706                                | 0.1719   | g/hp-hr                |
| 2     | 5   |                     | 87                        |   | 15                      | Crankcase Running Exhaust |                     |                     | 0.0014                                |  |                        |
| 6     | 5   |                     | 100                       | Primary Exhaust PM <sub>10</sub> - Total  | 1                       | Running Exhaust           |                     |                     | 0.0907                                | 0.0907   | g/hp-hr                |
| 6     | 5   |                     | 110                       | Primary Exhaust PM <sub>2.5</sub> - Total | 1                       | Running Exhaust           |                     |                     | 0.0880                                | 0.0880   | g/hp-hr                |

| Month | Day | Equipment                        | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                           | MOVES2014a<br>processID | Emissions Process            | MOVES2014a<br>hplID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|----------------------------------|---------------------------|---|-------------------------|------------------------------|---------------------|---------------------|---------------------------------------|--|------------------------|
| 8     | 5   | Surfacing Equipment<br>(Sweeper) | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 100                 | 75 < hp <= 100      | 2.0036                                | 2.0036   | g/hp-hr                |
| 8     | 5   |                                  | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 2.1331                                | 2.1331   | g/hp-hr                |
| 12    | 5   |                                  | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0034                                | 0.0034   | g/hp-hr                |
| 12    | 5   |                                  | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.2570                                | 0.2604   | g/hp-hr                |
| 6     | 5   |                                  | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0034                                |  |                        |
| 8     | 5   |                                  | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.2575                                | 0.2575   | g/hp-hr                |
| 12    | 5   |                                  | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.2497                                | 0.2497   | g/hp-hr                |
| 6     | 5   | Tampers/Rammers<br>(Drop Hammer) | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 6                   | 3 < hp <= 6         | 4.4545                                | 4.4545   | g/hp-hr                |
| 10    | 5   |                                  | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 4.4947                                | 4.4947   | g/hp-hr                |
| 6     | 5   |                                  | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0040                                | 0.0040   | g/hp-hr                |
| 6     | 5   |                                  | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.6539                                | 0.6564   | g/hp-hr                |
| 11    | 5   |                                  | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0026                                |  |                        |
| 6     | 5   |                                  | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.3961                                | 0.3961   | g/hp-hr                |
| 10    | 5   |                                  | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.3842                                | 0.3842   | g/hp-hr                |

| Month | Day | Equipment                 | MOVES2014a<br>pollutantID | Criteria<br>Pollutant                           | MOVES2014a<br>processID | Emissions Process            | MOVES2014a<br>hplID | MOVES2014a<br>hpBin | Emission<br>Rate/Emissions<br>Process | Total Emissions (Running Exhaust +<br>Crankcase Running Exhaust) | Emission Rate<br>Units |
|-------|-----|---------------------------|---------------------------|---|-------------------------|------------------------------|---------------------|---------------------|---------------------------------------|--|------------------------|
| 2     | 5   | Tractors/Loaders/Backhoes | 2                         | Carbon<br>Monoxide<br>(CO)                      | 1                       | Running Exhaust              | 100                 | 50 < hp <= 75       | 4.2385                                | 4.2385   | g/hp-hr                |
| 2     | 5   |                           | 3                         | Oxides of<br>Nitrogen<br>(NO <sub>x</sub> )     | 1                       | Running Exhaust              |                     |                     | 3.3247                                | 3.3247   | g/hp-hr                |
| 6     | 5   |                           | 31                        | Sulfur Dioxide<br>(SO <sub>2</sub> )            | 1                       | Running Exhaust              |                     |                     | 0.0041                                | 0.0041   | g/hp-hr                |
| 8     | 5   |                           | 87                        | VOCs  | 1                       | Running Exhaust              |                     |                     | 0.6950                                | 0.7076   | g/hp-hr                |
| 2     | 5   |                           | 87                        |   | 15                      | Crankcase<br>Running Exhaust |                     |                     | 0.0126                                |  |                        |
| 12    | 5   |                           | 100                       | Primary<br>Exhaust<br>PM <sub>10</sub> - Total  | 1                       | Running Exhaust              |                     |                     | 0.5872                                | 0.5872   | g/hp-hr                |
| 12    | 5   |                           | 110                       | Primary<br>Exhaust PM <sub>2.5</sub> -<br>Total | 1                       | Running Exhaust              |                     |                     | 0.5696                                | 0.5696   | g/hp-hr                |

**Notes and Assumptions:**

1) The MOVES2014a model calculated emissions rates based on a range of average monthly ambient temperature and humidity data for Polk County, Iowa. The month represented in the "monthID" column indicated the month with the highest emissions rate for a particular pollutant. In each case the highest emissions rate was chosen to represent a worst-case scenario.



## **Appendix B**

### Noise Calculations

**Calculation of Sound Level Exposure from Construction Activities  
Des Moines, Iowa**

| Combined L <sub>eq</sub> at 50 Feet <sup>3</sup> |                    |             |             |                          |
|--|--------------------|-------------|-------------|--------------------------|
| Construction Activities                          | Distance<br>(feet) |             |             | Combined L <sub>eq</sub> |
|  |                    | Equipment 1 | Equipment 2 |                          |
| Existing Courthouse Site                         | 50                 | 84          | 90          | 91.0                     |
| Former YMCA Site                                 | 50                 | 84          | 90          | 91.0                     |
| North MLK Site                                   | 50                 | 84          | 90          | 91.0                     |
| South MLK Site                                   | 50                 | 84          | 90          | 91.0                     |

| Calculated Sound Levels at Property Line |                    |                     |             |                      |                      |             |                       |
|--|--------------------|---------------------|-------------|----------------------|----------------------|-------------|-----------------------|
| Construction Activities                  | Distance<br>(feet) | Calculated 1-hr Leq |             | Combined<br>1-hr SEL | Calculated 10-hr Leq |             | Combined<br>10-hr SEL |
|  |                    | Equipment 1         | Equipment 2 |                      | Equipment 1          | Equipment 2 |                       |
| Existing Courthouse Site                 | 140                | 75.1                | 81.1        | 82.0                 | 71.1                 | 74.1        | 75.8                  |
| Former YMCA Site                         | 140                | 75.1                | 81.1        | 82.0                 | 71.1                 | 74.1        | 75.8                  |
| North MLK Site                           | 650                | 61.7                | 67.7        | 68.7                 | 57.7                 | 60.7        | 62.5                  |
| South MLK Site                           | 450                | 64.9                | 70.9        | 71.9                 | 60.9                 | 63.9        | 65.7                  |

| Calculated Sound Levels at Nearest Receptor |                    |                     |             |                      |                      |             |                       |
|---|--------------------|---------------------|-------------|----------------------|----------------------|-------------|-----------------------|
| Construction Activities                     | Distance<br>(feet) | Calculated 1-hr Leq |             | Combined<br>1-hr SEL | Calculated 10-hr Leq |             | Combined<br>10-hr SEL |
|   |                    | Equipment 1         | Equipment 2 |                      | Equipment 1          | Equipment 2 |                       |
| Existing Courthouse Site                    | 275                | 69.2                | 75.2        | 76.2                 | 65.2                 | 68.2        | 70.0                  |
| Former YMCA Site                            | 250                | 70.0                | 76.0        | 77.0                 | 66.0                 | 69.0        | 70.8                  |
| North MLK Site                              | 750                | 60.5                | 66.5        | 67.5                 | 56.5                 | 59.5        | 61.3                  |
| South MLK Site                              | 500                | 64.0                | 70.0        | 71.0                 | 60.0                 | 63.0        | 64.8                  |

**Notes:**

- Construction phase evaluates simultaneous use of Scraper (Equipment 1) and Wheeled/Tracked Drop Hammer (Equipment 2).
- Calculations performed using methodology outlined in Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," FTA -90-1003-06, May 2006.
- 10-hour Leq is calculated using the following acoustical usage factors as presented in Table 1.
- Acoustical usage factors are provided in Federal Highway Administration, "FHWA Highway Construction Noise Handbook," FHWA-HEP-06-015, DOT-VNTSC-FHWA-06-02, August 2006.

## **Appendix C**

### Cultural and Historic Resources

----- Forwarded message -----

From: **Sylvia Augustus - 6P1CR** <[sylvia.augustus@gsa.gov](mailto:sylvia.augustus@gsa.gov)>  
Date: Wed, Jul 5, 2017 at 12:46 PM  
Subject: Fwd: R&C#170577043\_GSA\_DesMoines\_U.S.Courthouse  
To: Jeffrey Jensen <[jeffrey.jensen@gsa.gov](mailto:jeffrey.jensen@gsa.gov)>, "Kirsten B. Kulis" <[kkulis@achp.gov](mailto:kkulis@achp.gov)>, Zach Hawks <[zachary.hawks@gsa.gov](mailto:zachary.hawks@gsa.gov)>

For your files.

----- Forwarded message -----

From: "Andre, Sara" <[sara.andre@iowa.gov](mailto:sara.andre@iowa.gov)>  
Date: Jul 5, 2017 12:37 PM  
Subject: R&C#170577043\_GSA\_DesMoines\_U.S.Courthouse  
To: "Sylvia Augustus - 6P1CR" <[Sylvia.Augustus@gsa.gov](mailto:Sylvia.Augustus@gsa.gov)>  
Cc: "Higginbottom, Daniel" <[daniel.higginbottom@iowa.gov](mailto:daniel.higginbottom@iowa.gov)>, "Steve King" <[steven.king@iowa.gov](mailto:steven.king@iowa.gov)>, <[kkulis@achp.gov](mailto:kkulis@achp.gov)>

Dear Ms. Augustus:

We are in receipt of your May 11, 2017 letter regarding the United States Courthouse at 123 East Walnut St. in Des Moines. As per Section 106 of the National Historic Preservation Act (NHPA), as amended, your letter serves to initiate consultation regarding the existing U.S. Courthouse and proposed new courthouse.

As you are aware, the existing Courthouse is listed within the Civic Center Historic District (NR 12/7/1988) as a contributing building. Additionally, the current proposed locations are located adjacent to the Civic Center HD, proposed East Des Moines Industrial Historic District (draft copy of nomination to be send under separate email) and there are likely other eligible resources within the areas.

Thank you for this advance notification. We appreciate the early communication regarding this project and look forward to working with you through this ongoing, complex project and reviewing the final undertaking. Please do not hesitate to contact me with further questions or comments.

**Sara André**

Architectural Historian  
State Historic Preservation Office  
[sara.andre@iowa.gov](mailto:sara.andre@iowa.gov) | [515-242-6157](tel:515-242-6157) | [iowaculture.gov](http://iowaculture.gov)

Iowa Arts Council | Produce Iowa | State Historical Society of Iowa  
**Iowa Department of Cultural Affairs**

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## **Appendix D**

### Reasonably Foreseeable Projects



## 2016 Downtown Development Projects

Summer 2016 Update

### Residential Projects

| Residential Projects        | Address                 | # of Units   | Cost (MM)       | Projected Completion Date | Developer                   |
|-----------------------------|-------------------------|--------------|-----------------|---------------------------|-----------------------------|
| 1417 Walnut Street          | 1417 Walnut Street      | 6            | \$4.1           | Fall 2016                 | Bronson Partners LLC        |
| 219 E. Grand                | 219 E. Grand Avenue     | 98           | \$27            | Spring 2017               | 219 Grand LLC               |
| Fourth + Court              | 420 Court Avenue        | 82           | \$30            | Winter 2016               | Knapp/Hy-Vee                |
| 5Fifty5                     | 555 SW 7th Street       | 47           | \$13            | Fall 2016                 | Hubbell Realty              |
| Carbon 550                  | 550 Watson Powell Jr.   | 50           | \$9             | Spring 2018               | Hubbell Realty              |
| 1400 Walnut Street          | 1400 Walnut Street      | 83           | \$17            | Spring 2018               | Roers Investments           |
| Artisan Row*                | 1623 Grand Avenue       | 26           | \$7.3           | Spring 2016               | Hubbell Realty              |
| Bici Flats                  | 1405 SE 1st Street      | 154          | \$17.5          | Spring 2017               | Nelson Development          |
| Blackbird Investments Tower | 701 Walnut Street       | 276          | \$85            | Spring 2019               | Blackbird Investments       |
| City Square                 | 201 E. Locust Street    | 124          | \$49            | Fall 2016                 | Hansen Development          |
| Cityville Phase II          | 550 SW 9th Street       | 111          | \$50            | Fall 2016                 | Hubbell Realty              |
| Cityville Phase III         | 550 SW 9th Street       | 90           |                 | Fall 2017                 | Hubbell Realty              |
| Clemens Building            | 200 10th Street         | 44           | \$14            | Fall 2016                 | Blackbird Investments       |
| College Hill                | 921 6th Avenue          | 86           | \$18            | Fall 2017                 | Newbury Living              |
| Confluence on 3rd           | 103 SW 3rd Street       | 211          | \$40            | Spring 2017               | Roers Investments           |
| Connolly Lofts              | 401 SE 7th Street       | 59           | \$7             | Summer 2017               | Levy/Connolly               |
| Dwell Apartments            | 915 Mulberry Street     | 62           | \$8.3           | Spring 2017               | Hubbell Realty              |
| Eagle View Lofts            | 712 SE 6th Street       | 120          | \$15            | Summer 2017               | Hansen Development          |
| Eagle View Rowhomes         | 708 SE 6th Street       | 23           | \$5             | Summer 2017               | Hansen Development          |
| Equitable Building          | 604 Locust Street       | 146          | \$30            | Spring 2017               | Foutch Brothers             |
| Griffin Building            | 319 7th Street          | 46           | \$              | Spring 2018               | Revive Com. Development     |
| Harbach Lofts               | 300 & 316 SW 5th Street | 103          | \$25            | Summer 2017               | Harbach Lofts LLC           |
| Jackson Crossing            | 100 Jackson Avenue      | 240          | \$40            | Spring 2017               | Christensen Development     |
| Lyon Flats                  | 605 E. 5th Street       | 23           | \$4             | Summer 2017               | East Village Tower Partners |
| Miesblock                   | 665 Grand Avenue        | 168          | \$66            | Fall 2018                 | Nelson Development          |
| The Nexus                   | 415 SW 11th Street      | 145          | \$29.5          | Fall 2017                 | Sherman & Associates        |
| The Randolph                | 202 4th Street          | 55           | \$16.5          | Spring 2016               | Sherman & Associates        |
| R & T Lofts                 | 717 Locust Street       | 165          | \$35            | Summer 2017               | TWG Development             |
| Station 121                 | 121 12th Street         | 30           | \$7.4           | Summer 2017               | Hubbell Realty              |
| The Banks*                  | 711 E. 2nd Street       | 44           | \$15.80         | Spring 2017               | Hubbell Realty              |
| The Edge                    | 406 SW 9th Street       | 90           | \$14.5          | Fall 2016                 | Sherman & Associates        |
| The Fifth                   | 422 Walnut Street       | 200          | \$107.0         | Spring 2019               | Justin Mandelbaum           |
| The Lyon                    | 605 E. 5th Street       | 103          | \$10            | Spring 2016               | Percol Holdings LLC         |
| Velocity                    | 200 Des Moines Street   | 118          | \$20            | Fall 2017                 | Hubbell Realty              |
| Vera Cruz Apartments        | 702 20th Street         | 19           | \$1.4           | Spring 2017               | Julian Caselli              |
| Verve                       | 225 E. Center Street    | 123          | \$18.2          | Spring 2017               | Hubbell Realty              |
| Vue                         | 922 8th Street          | 123          | \$15.0          | Summer 2017               | Hubbell Realty              |
| Wilkins Building            | 713 Walnut Street       | 60           | \$18.7          | Spring 2017               | Blackbird Investments       |
| <b>Totals</b>               |                         | <b>3,753</b> | <b>\$ 889.0</b> |                           |                             |

\* denotes owner occupied units

### Commercial Projects

| Commercial Projects             | Address                  | Sq. Ft. | Cost (MM) | Projected Completion Date | Developer                   |
|---------------------------------|--------------------------|---------|-----------|---------------------------|-----------------------------|
| 220 SE 6th Office               | 220 SE 6th Street        | 47,000  | \$10.7    | 2017                      | PDM Pre-Cast                |
| 300MLK                          | 300, 320 & 350 W. MLK    | 91,000  | \$13.5    | 2017                      | Rich Eychaner               |
| 317 & 322 E. Court Avenue       | 317 & 322 E. Court Ave   | 25,000  | \$6.2     | 2017                      | Christensen Development     |
| 7th and Grand Parking Garage    | 701 Grand Avenue         | N/A     | \$28      | 2017                      | Principal Financial Group   |
| Mainframe Studios               | 900 Keosauqua Way        | X       | Unknown   | 2018                      | Justin Mandelbaum           |
| EMC Insurance Support           | 219 8th Street           | 107,000 | \$22.8    | 2017                      | EMC Insurance Company       |
| Gray's Landing Office Building  | 950 W. MLK Jr. Parkway   | 72,000  | \$15      | 2017                      | Sherman & Associates        |
| Krause Gateway Center           | 1459 Grand Avenue        | 159,000 | \$151     | 2017                      | Krause Gentle Corporation   |
| Mercy Medical Center Tower      | 1111 6th Avenue          | Unknown | \$500     | 2021                      | Catholic Health Initiatives |
| Partnership Building Renovation | 700 Locust Street        | X       | \$3.5     | 2016                      | Lawmark Capital Inc         |
| Principal Financial Group       | 9th and Pleasant Streets | X       | \$284     | 2019                      | Principal Financial Group   |

|                            |                      |                |                   |      |                        |
|----------------------------|----------------------|----------------|-------------------|------|------------------------|
| Quik Trip                  | 1200 Keosauqua Way   | 5,590          | \$1               | 2016 | Quik Trip Corporation  |
| Unity Point Emergency Room | 1200 Pleasant Street | 40,000         | \$37              | 2016 | Unity Point Healthcare |
| Wellmark YMCA              | 501 Grand Avenue     | 180,000        | \$30              | 2016 | YMCA of Greater DSM    |
| <b>Totals</b>              |                      | <b>726,590</b> | <b>\$ 1,102.7</b> |      |                        |

#### Hotel Projects

| Hotel Projects                 | Address              | # of Rooms | Cost (MM)      | Projected Completion Date | Developer                 |
|--------------------------------|----------------------|------------|----------------|---------------------------|---------------------------|
| Iowa Events Center Hotel       | 435 Park Street      | 330        | \$105          | Spring 2018               | IEC Hotel Corporation     |
| Holiday Inn Express            | 333 SW 11th Street   | 102        | \$12.5         | Spring 2016               | Sherman & Associates      |
| Hotel Fort Des Moines          | 1000 Walnut Street   | 275        | \$37           | Spring 2018               | Janssen Lodging, Inc.     |
| Marriott AC                    | 401 E Grand Avenue   | 108        | \$18.5         | Fall 2016                 | Heart of America          |
| Renaissance Savery Renovations | 401 Locust Street    | n/a        | \$20           | Spring 2017               | Schulte Hospitality Group |
| Staybridge Suites              | 201 E. Locust Street | 111        | \$10           | Fall 2016                 | Siegeworks Lodging, LLC   |
| <b>Totals</b>                  |                      | <b>926</b> | <b>\$203.0</b> |                           |                           |

#### Public Projects

| Public Projects           | Address                 | Cost            | Projected Completion Date | Developer                   |
|---------------------------|-------------------------|-----------------|---------------------------|-----------------------------|
| City Hall Parking Ramp    | 402 E. 2nd Street       | \$19.1          | 2017                      | City of Des Moines          |
| Federal Courthouse        | Unknown                 | \$137           | 2022                      | USA General Services Admin. |
| Grand Avenue Bridge       | At Des Moines River     | \$9             | 2018                      | City of Des Moines          |
| Jackson Street Bridge     | SW 5th Street at Raccoo | \$1.1           | 2016                      | City of Des Moines          |
| Polk County Courthouse    | 222 5th Ave/110 6th Ave | \$75.7          | 2018                      | Polk County                 |
| Walnut Street Streetscape | From 5th to 8th Streets | \$4.5           | 2017                      | City of Des Moines          |
| <b>Totals</b>             |                         | <b>\$ 246.4</b> |                           |                             |

Total Development Costs: **\$ 2,441.1**



# ADOPTED CAPITAL IMPROVEMENT PROGRAM PLAN

Fiscal Year 2017 Budget  
Plan Years 2018-2022





# **CITY OF DES MOINES, IOWA**

## **CAPITAL IMPROVEMENT PROGRAM**

**FOR FISCAL YEARS  
2016-17/2021-2022**

### **City Council**

**Frank Cownie**  
Mayor

**Christopher Coleman**  
At-Large

**Skip Moore**  
At-Large

**Bill Gray**  
First Ward

**Linda Westergaard**  
Second Ward

**Christine Hensley**  
Third Ward

**Joe Gatto**  
Fourth Ward

### **Officials**

**Scott Sanders**  
City Manager

**Dan Ritter**  
Finance Director





# **INTRODUCTION**

## **CAPITAL IMPROVEMENTS PROGRAM**

### **FY2016-17/2021-22**

#### **HISTORY OF THE CITY**

The City of Des Moines was incorporated in 1851 and operates under Home Rule authority. Extending over 82 square miles, it is home to just over 200,000 people. The five-county metropolitan area in terms of population in the United States with 611,549 residents according to the 2014 estimate by the United States Census Bureau. It is a river city, intersected by the Des Moines and Raccoon Rivers.

The City provides a full range of services including:

- police and fire protection
- solid waste and recycling collection
- park and recreation programs
- library services
- construction and maintenance of infrastructure, including:
  - streets, roads, and bridges
  - traffic control
  - storm water and sanitary sewer collection systems
- enforcement of zoning and building regulations
- operation and maintenance of a municipal parking system
- housing and social services
- economic development

School, Transit, and Water (treatment and distribution) services are provided by other entities. The Des Moines Metropolitan Wastewater Reclamation Authority, governed by the Wastewater Reclamation Authority Management Agency, a separate entity, provides treatment of the City's wastewater. On November 1, 2011, the Des Moines International Airport became an independent Airport Authority. Until that time, it was a department of the City.

Des Moines is the capital of the State of Iowa and operates under the Council-Manager form of government. The Mayor and two Council Members are elected at large; four other Council Members each represent a ward of the City.

Des Moines is the industrial, commercial, financial, trade, and transportation center of the State of Iowa. The City's insurance industry is one of the largest in the world. While Iowa is an agricultural state, the City's economic diversification buffers it from the farm economy. Further, as many of the state's rural areas experience population decline, the Des Moines metropolitan area continues to grow.

#### **WHAT IS A CAPITAL IMPROVEMENT PROGRAM?**

Knowing the major components of a *Capital Improvements Program (CIP)* will help one better understand this complex document. The following are the major components of this CIP:

**INTRODUCTION**  
**CAPITAL IMPROVEMENTS PROGRAM**  
**FY2016-17/2021-22**

**Capital Improvement Program** all of the *Capital Improvement Projects* that are in the *Capital Budget*, and the five fiscal years following. The *Capital Improvement Program* helps to better plan for, prioritize, and coordinate capital improvement projects within a city's limited resources. This helps avoid surprises, and coordinate financing, through single debt issuances or planned rate increases. The City of Des Moines has adopted a CIP each and every year since before 1965.

**Capital Budget** is the first year of the *Capital Improvement Program* that includes a detailed source of funding for each project. The *Capital Budget* is formally adopted by March 15<sup>th</sup> of each year, in conjunction with the Operating Budget. The two budgets are tied together in that capital improvement projects often impact operating costs. The operating budget should reflect any corresponding changes in resource allocation due to CIP projects.

**Capital Improvement Project** is a major expenditure involving all aspects of the construction, renovation, and repair of City owned buildings and infrastructure. Such projects usually have a minimum useful life of 10 years, costs exceeding \$10,000, and are funded in whole, or in part, through the issuance of Bonds, Federal Funds, State Funds, or user fees specifically designated for such a purpose.

Capital Improvement Projects do not include: normal operating expenditures for employee salaries, routine maintenance and repair, other activities associated with, or consumed during a single fiscal year, and capital outlays (projects and equipment that fail to meet the definition of a capital project).

**Budget Process** - The City's fiscal year runs from July 1, through June 30. The budget must be adopted and certified to the State by March 15 of each year.

In late September of each year, city departments are given an updated copy of each project sheet with the previous year's revenue and expenditure activity, and ending cash balance. The Research and Budget Office coordinates this entire process.

Departments are asked to review each project sheet for the project's timing, total cost, funding sources, and narrative. The Departments are given the opportunity to include new projects within the time frame of the current CIP, as well as add new projects/continue existing projects into the last year of the proposed CIP (the 6<sup>th</sup> year). Departments are asked to consider the recommendations of the city's various Boards and Commissions when proposing projects.

All of the proposals are assembled and their costs are compared to the limited funding sources. Projects are then prioritized within the available funding sources.

The City Manager's recommended CIP document is normally prepared for presentation to the City Council by January of each year. The City Council and City Manager hold budget workshops and informal hearings to give city departments the opportunity to present their budgets and answer questions from the City Council and the public. In late February or early March, a formal public hearing is held where the current year's budget is amended, the following year's budget is adopted, and the five (5) year CIP plan is approved.

Each year some projects are either scaled back, postponed or eliminated, with funding being moved to other projects. Projects may also fall behind the anticipated schedule with dollars not being spent in the fiscal year they were originally budgeted. Therefore, this funding is carried-over to the next fiscal year, increasing the total budget from what was forecasted the previous year.

**INTRODUCTION**  
**CAPITAL IMPROVEMENTS PROGRAM**  
**FY2016-17/2021-22**

**CRITERIA FOR SELECTION OF CIP PROJECTS**

The following criteria (in no particular order), in coordination with the recommendations of various organizations, are utilized for the selection and establishment of priorities for capital improvement projects for the City of Des Moines:

- The project addresses an immediate public safety or health need.
- The project meets one of the other criteria stated herein, and further represents a maximum utilization of non-local matching funds in the form of grants from the State or Federal Government.
- Failure to initiate the project in a timely manner would result in a substantial increase in future repair costs and/or critical damage to City facilities and infrastructure.
- The project is required to fulfill an economic development objective of the community, and is anticipated to result in substantial future job and tax base growth.
- The project will have a beneficial impact on the City's operating budget by significantly reducing yearly operating costs.
- The expenditure is required to maintain a specific level of service to the public as established by the City Council and failure to purchase/replace the equipment could result in a noticeable degradation in the quality and level of service.
- The project is considered valuable, and no alternative sources of funding are available.
- The project represents a commitment to an ongoing multi-jurisdictional effort.

**CITY GOALS**

The following City goals were adopted by the City Council on October 23, 2006 (RC 06-2111). Each project has been reviewed for its relationship to the following goals – with the goal's abbreviation identified in the heading of each project sheet.

- Entertainment Destinations (Entertain Dest): Des Moines will be an entertainment hub for all ages and will attract visitors from the metro region and beyond.
- Fair Distribution of Government Costs (Fair Dist Costs): City services will be provided through stable, diverse revenue streams that reduce reliance on property taxes.
- Great Customer Service and Communication (Great Cust Serv): The City will proactively communicate information about services and policies to all in Des Moines. Citizens will receive accurate, timely, and courteous responses to their requests for information and services.
- Inclusive Community (Inclusive Comm): Des Moines will celebrate the rich diversity of our community by welcoming residents of all ages and cultures and encouraging their civic involvement.
- Neighborhood Commercial/Retail Districts (Neigh/Retail Dist): Neighborhoods throughout Des Moines will experience expanded and enhanced commercial/retail businesses.

## **INTRODUCTION**

### **CAPITAL IMPROVEMENTS PROGRAM**

#### **FY2016-17/2021-22**

- **Pride in Community Assets (Pride in assets):** The City will set the standard for constructing and maintaining attractive buildings, parks, and infrastructure that represent our world-class city and generate civic pride.
- **Public Safety (Public Safety):** Residents and visitors will experience a sense of safety in all neighborhoods and in all activities.
- **Quality Jobs of the Future (Quality Jobs):** Des Moines will encourage a balanced, diversified economy and increase the number of jobs that offer good wages and benefits.
- **Sustainable Green Community (Green Comm):** Des Moines will be a leader in setting policies and practicing service delivery innovations that promote environmental sustainability. Des Moines will offer safe, reliable, and convenient transportation alternatives that reduce reliance on automobiles and parking facilities.
- **Vibrant Downtown Area (Vibrant Comm):** Downtown Des Moines will be a “24-7” city within a city, with a strong employment base, entertainment and recreation opportunities, housing, and retail.
- **World-Class, Lifelong Learning Opportunities (Learning Opps):** The City will work with public and private schools, higher education institutions, and others to offer exceptional learning opportunities for all ages.
- **Youth as Community Stakeholders (Youth):** Des Moines will be a supportive community for young people and families.

## **STRATEGIC PLANNING**

Council has undertaken a new strategic planning process which will update and replace the 2006 goals. Those changes will be incorporated in the next CIP.

## **DEBT MANAGEMENT POLICY**

One of the most important aspects of the Capital Improvement Plan is debt management. Properly forecasting and managing debt maximizes the City's ability to acquire capital at the lowest-possible borrowing cost, preserve debt capacity for future capital and emergency needs, administer its obligations in an efficient manner, and maintain a high credit standing. Legal and self-imposed limits restrict the City's ability to borrow for general obligation debt. While there are no legal limits for the issuance of revenue bonds, the City's ability to issue debt for these needs is limited by the maximum user fees/rates that are acceptable to the City Council and their constituents.

The City's decision to issue debt is not entered into lightly, but rather as a result of careful planning. The City has established a *Debt Administration Policy* to help guide decision-makers in planning and developing the Capital Improvement Program. This Policy was last updated by the City Council on January 11, 2016 (RC16-0055). One of the major changes adopted as part of this update was the inclusion of a comprehensive Continuing Disclosure Policy.



**INTRODUCTION**  
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**FY2016-17/2021-22**

The City of Des Moines continues to have extensive capital outlay needs across the organization. Growth requires new infrastructure while existing facilities age and need major repairs and eventual replacement. Long-term obligations will transpire as debt issuances or development agreements. This policy manual is designed to assist in managing these debt issuance needs and it will be referenced to ensure proper procedures are followed throughout the debt issuance process and thereafter in regards to spenddown of proceeds and compliance reporting. In addition, this manual includes references to City Council Policy Directives that are attached as appendices to guide debt planning and preferential repayment structures.

**Structural and Economic Guidelines - Debt Limit Policy**

- Utilize no more than 80% of the legal debt capacity, as established by the Iowa Constitution, for City capital expenditures.
- Utilize bond proceeds to pay for planned obligations such as capital outlays and not to pay for operating expenses, unless under emergency situations.
- Maintain the debt service levy as low as the prevailing market rates will allow.
- Structure each debt issuance with the shortest reasonable maturities and not to exceed the weighted average of the useful life of the financed projects and equipment.
- Structure each debt issuance with the earliest market-viable and cost effective call date.
- Issuance of General Obligation (G.O.) debt in place of Revenue debt shall not take place if it puts at risk the City's strong G.O. credit ratings.
- Prior to issuance of debt associated with enterprise funds, the Finance Director shall make a recommendation as to whether it is in the best interest of the City to issue the debt as Revenue Bonds or as G.O. Bonds. The recommendation shall include the level of debt capacity available, analysis of the cost to maintain reserve funds and other bond covenants, and the impact, if any, on the City's credit ratings.
- The City's General Fund unassigned fund balance shall be maintained at no less than 15% of annual expenditures on every June 30th. The City's annual Comprehensive Annual Financial Report will illustrate compliance with this directive each year.
- The City shall maintain sufficient General Fund cash liquidity throughout the fiscal year to pay current expenses.
- Working Capital Balances for Enterprise Funds shall be maintained at not less than 20% of annual expenditures on every June 30th.

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**FY2016-17/2021-22**

**Bond Rating**

The following shows the City's various bond ratings. These excellent ratings were made possible, in part, by the City Council's debt management policy, and more importantly, its adherence to this policy.

levies would have to be decreased. Decreases in other city levies would most likely require reduction of services.

**Tax Rate**

The City has excess bonding capacity, but it is constrained by the tax levy needed to pay the principal and interest on these bonds. There is no legal limit on the debt service levy, but elected officials must weigh the impact of the total tax levy on property owners of the City. If the City Council desires to lower the total tax rate, or keep it level, an increase in the debt services levy would mean that other

| Bond Ratings |                              |                   |                          |
|--------------|------------------------------|-------------------|--------------------------|
| Moody's      |                              | Standard & Poor's |                          |
| Aaa          |                              | AAA               | Prime                    |
| Aa1          | General /<br>Sanitary/ Storm | General/Storm AA+ | High                     |
| Aa2          |                              | Sanitary AA       |                          |
| Aa3          |                              | AA                |                          |
| A1           |                              | A+                | Upper<br>Medium          |
| A2           |                              | A                 |                          |
| A3           |                              | A-                |                          |
| Baa1         |                              | BBB+              | Medium to<br>Speculative |
| Baa2         |                              | BBB+              |                          |
| Baa3         |                              | BBB-              |                          |

**Debt Capacity – General Obligation Bonds and other City Debt**

Article XI, Section 3 of the State of Iowa Constitution limits the amount of debt outstanding at any time of any county, municipality or other political subdivision to no more than 5% of the actual value of all taxable property within the corporate limits, as taken from the last state and county tax list. The debt limit can be further restricted if a municipality so chooses.

The City of Des Moines' constitutional debt limit Fiscal Year ending June 30, 2015:

|   |                      |
|---|----------------------|
| Assessed Value  | \$10,731,371,692     |
| Legal Debt Limit of 5%                                  | 0.05                 |
| Legal Debt Limit  | \$536,568,585        |
| General Obligation Bonds                                | (395,285,000)        |
| Other Legal Indebtedness (TIF Rebates and Leases)       | (15,304,515)         |
| Total net debt applicable to limit                      | <u>410,589,515</u>   |
| Legal Debt Margin                                       | <u>\$125,979,070</u> |
| Self-Imposed Debt Limit (with Assessed Value * 0.04)    | \$18,665,353         |
| Debt not included in self-imposed limit (Franchise Fee) | \$35,975,000         |
| Remaining Self-Imposed Debt Margin                      | \$54,640,353         |

**Debt Capacity - Enterprise Funds** - The City's ability to issue debt in the enterprise funds is not limited by law, but by the users fees the City is willing to set.

# CITY OF DES MOINES, IOWA

## FY2016-17/2021-22 CIP

### SUMMARY

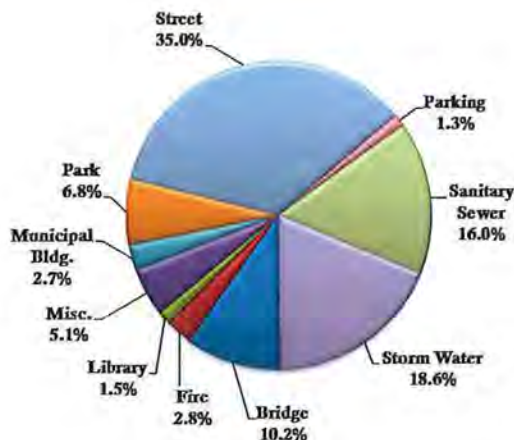
| CITY OF DES MOINES<br>CAPITAL IMPROVEMENTS PROGRAM |                      |                      |                       |                      |                      |                      |                      |                       |
|--|----------------------|----------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
|  | BUDGETED             |                      | PLANNED               |                      |                      |                      |                      |                       |
| TAX SUPPORTED                                      | 2015-16              | 2016-2017            | 2017-2018             | 2018-2019            | 2019-2020            | 2020-2021            | 2021-2022            | 5-YEAR PLAN           |
| BRIDGE   | \$ 4,067,963         | \$ 8,765,000         | \$ 8,250,000          | \$ 12,400,000        | \$ 8,210,000         | \$ 7,850,000         | \$ 7,950,000         | \$ 44,660,000         |
| FIRE   | 3,692,605            | 2,075,000            | 2,265,000             | 2,085,000            | 3,555,000            | 2,560,000            | 2,105,000            | 12,570,000            |
| LIBRARY  | 2,122,937            | 1,005,000            | 965,000               | 1,000,000            | 1,010,000            | 1,045,000            | 2,600,000            | 6,620,000             |
| MISCELLANEOUS                                      | 5,643,427            | 4,830,000            | 5,392,500             | 4,155,000            | 4,155,000            | 4,155,000            | 4,155,000            | 22,012,500            |
| MUNICIPAL BLDG.                                    | 6,625,722            | 5,612,500            | 4,687,500             | 1,097,500            | 1,052,500            | 902,500              | 902,500              | 8,642,500             |
| PARK   | 13,168,395           | 6,471,000            | 6,541,000             | 5,641,000            | 6,261,000            | 5,611,000            | 5,476,000            | 29,530,000            |
| STREET   | 38,984,282           | 29,993,503           | 34,337,000            | 28,060,000           | 28,610,000           | 28,985,000           | 34,185,000           | 154,177,000           |
| <b>Total =</b>                                     | <b>\$ 74,305,331</b> | <b>\$ 58,752,003</b> | <b>\$ 62,438,000</b>  | <b>\$ 54,438,500</b> | <b>\$ 52,853,500</b> | <b>\$ 51,108,500</b> | <b>\$ 57,373,500</b> | <b>\$ 278,212,000</b> |
| ENTERPRISE FUND                                    | 2015-16              | 2016-2017            | 2017-2018             | 2018-2019            | 2019-2020            | 2020-2021            | 2021-2022            | 5-YEAR PLAN           |
| PARKING  | 5,867,676            | 1,465,000            | 3,500,000             | 600,000              | 600,000              | 350,000              | 350,000              | 5,400,000             |
| SANITARY SEWER                                     | 7,600,109            | 17,427,670           | 21,660,000            | 15,200,000           | 12,500,000           | 7,450,000            | 10,150,000           | 66,960,000            |
| STORM WATER  | 5,946,988            | 14,975,000           | 24,185,000            | 17,680,000           | 14,450,000           | 11,150,000           | 15,150,000           | 82,615,000            |
| <b>Total =</b>                                     | <b>19,414,773</b>    | <b>33,867,670</b>    | <b>49,345,000</b>     | <b>33,480,000</b>    | <b>27,550,000</b>    | <b>18,950,000</b>    | <b>25,650,000</b>    | <b>154,975,000</b>    |
| <b>GRAND TOTAL =</b>                               | <b>\$ 93,720,104</b> | <b>\$ 92,619,673</b> | <b>\$ 111,783,000</b> | <b>\$ 87,918,500</b> | <b>\$ 80,403,500</b> | <b>\$ 70,058,500</b> | <b>\$ 83,023,500</b> | <b>\$ 433,187,000</b> |

The City's Capital Improvement Program (CIP) is divided into 10 categories with a total amended FY2016 budget of \$93,720,104, a FY2017 budget of \$92,619,673, and a five-year plan totaling over \$430 million. The FY2016 amended budget is \$2 million less than the FY2016 adopted budget. The Tax Supported Projects are about \$1.9 million over – mainly due to carry-over appropriations, while the Enterprise Fund projects are \$3.9 million less, mainly due to the start of projects being delayed.

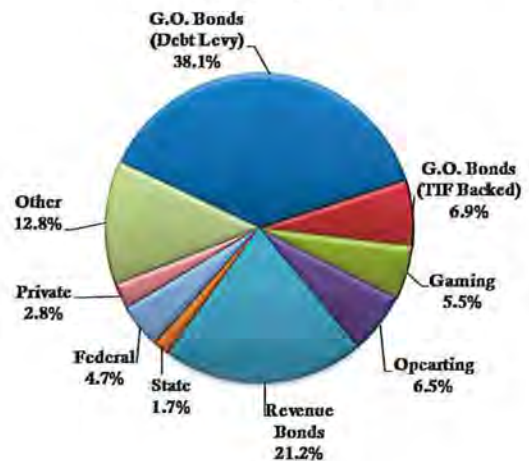
The following graph shows the breakdown of total CIP expenditures over the six-year period of FY2017-FY2022.

The following graph represents the various sources of funding for these projects over the six-year period of FY2017-FY2022.

**TOTAL PLANNED CIP EXPENDITURES  
FY2016-17/2021-22**



**TOTAL CIP FUNDING SOURCES  
FY2016-17/2021-22**



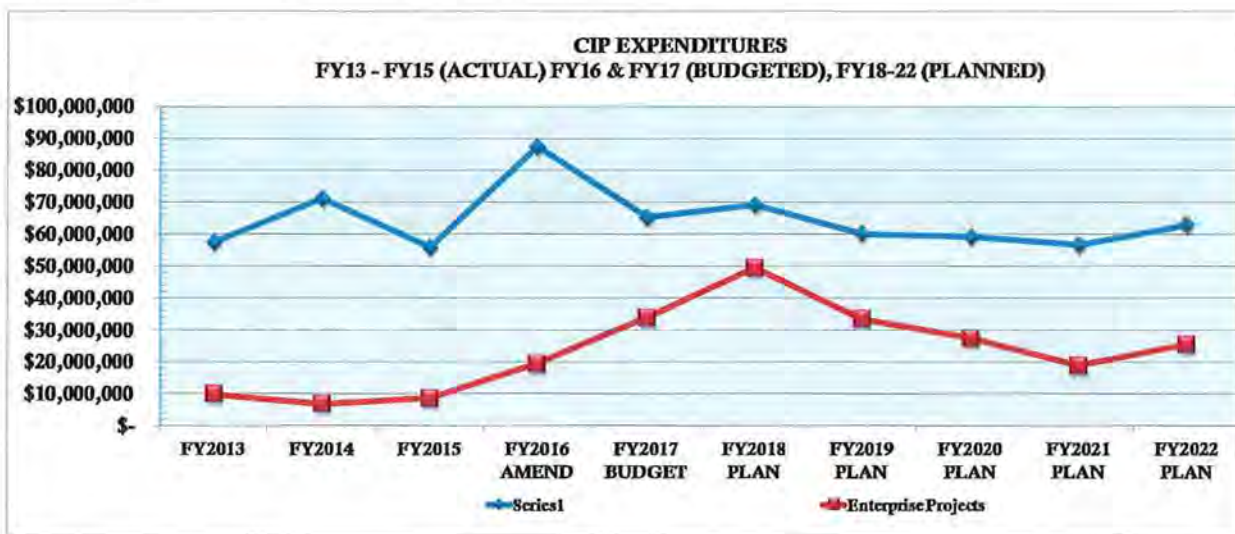


## MAJOR CATEGORIES IN THE CIP

The table on the previous page place CIP projects into two main categories - those primarily funded through the issuance of Tax-Supported Debt (68.86%); and those projects primarily funded through Revenue Bonds or user fees (31.14%).

The following graph shows the total actual expenditures in each of the past three years, the FY2016 and FY2017 CIP budgets, and what is planned over the next five years. It is important to note that the City budget assumes a fairly aggressive

completion of projects so as not to run out of appropriations during the year. Consequently, actual expenditures in FY2017 will most certainly be less than budgeted. Any unspent appropriations are normally carried over to the following year, assuming there have been no changes in funding, such as a loss of a grant or private funding. Also, total expenditures in the outer years will most likely be higher than shown as new projects and/or funding sources are identified.



## TAX-SUPPORTED CIP PROJECTS

The projects in the following project categories are generally supported, all or in part, by Tax-Supported Bonds. Until FY2012 the City issued the General Obligation bonds in June of each year - prior to the fiscal year beginning July 1. The timing of the issuance was to ensure cash was immediately available at the beginning of the Fiscal Year. The goal is now to have the issuance in early July with delivery in August - the same fiscal year the funds are anticipated to be used. This new policy is not expected to delay the start of any project.

The City normally issues bonds with a term of 20 years that have an average life of nine and one-half years. General Obligation Bonds are paid by a separate levy on all taxable property within the City. Planned G.O. Bonding amounts have been increased by \$12,325,000 in Fiscal Years 2017-

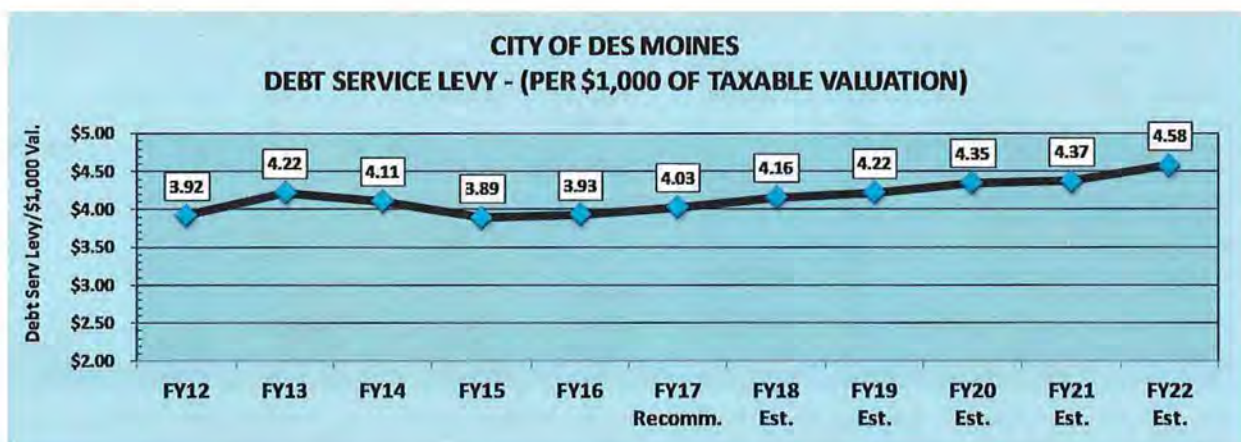
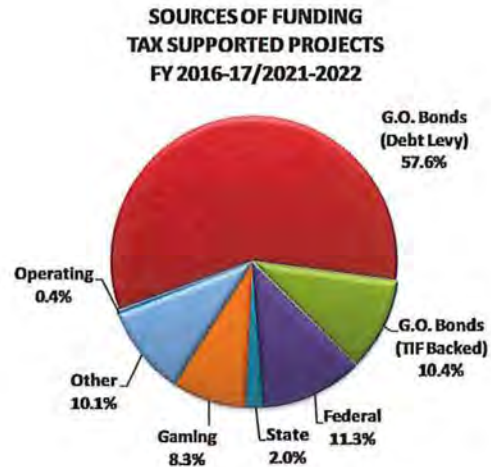
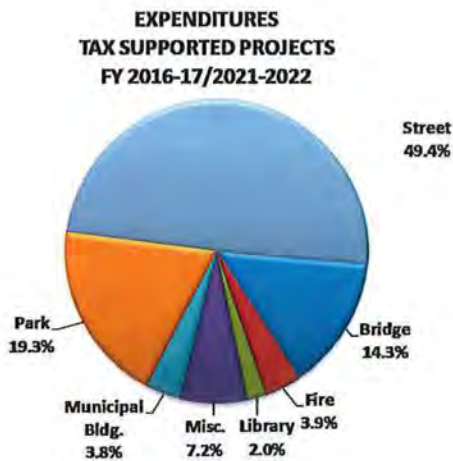
2021. The City plans to issue \$35.14 million of straight G.O. debt for FY2017, a \$7,090,000 increase from what was projected last year. The planned debt levy in FY2017 - is \$4.03/\$1,000 of taxable valuation. This increase will be off-set by an equal decrease in the benefit levy. One million dollars of Road Use Tax funds is being used to pay for debt service associated with street projects. This action will lower the debt service rate by approximately \$0.13. The G.O. debt issuance planned for in this document would result in a substantial increase in the debt levy. To help lessen or eliminate the need for levy increases, during the next year, before next year's budget process, the strategic planning process will need to focus on prioritization of projects and the identification and securing of, alternate funding sources.

CITY OF DES MOINES, IOWA  
FY2016-17/2021-22 CIP  
SUMMARY

| CITY OF DES MOINES                             |                   |                   |                   |                   |                   |                   |                   |                    |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| CAPITAL IMPROVEMENTS PROGRAM - FY2016 - FY2022 |                   |                   |                   |                   |                   |                   |                   |                    |
| TAX SUPPORTED                                  | BUDGET            |                   | PLAN YEARS        |                   |                   |                   |                   | Total<br>FY17-FY22 |
|  | 2015-16           | 2016-2017         | 2017-2018         | 2018-2019         | 2019-2020         | 2020-2021         | 2021-2022         |                    |
| Bridge/Viaduct Improvements                    | 4,067,963         | 8,765,000         | 8,250,000         | 12,400,000        | 8,210,000         | 7,850,000         | 7,950,000         | 53,425,000         |
| Fire Improvements                              | 3,692,605         | 2,075,000         | 2,265,000         | 2,085,000         | 3,555,000         | 2,560,000         | 2,105,000         | 14,645,000         |
| Library Improvements                           | 2,122,937         | 1,005,000         | 965,000           | 1,000,000         | 1,010,000         | 1,045,000         | 2,600,000         | 7,625,000          |
| Miscellaneous CIP Improvements                 | 5,643,427         | 4,830,000         | 5,392,500         | 4,155,000         | 4,155,000         | 4,155,000         | 4,155,000         | 26,842,500         |
| Municipal Building Improvements                | 6,625,722         | 5,612,500         | 4,687,500         | 1,097,500         | 1,052,500         | 902,500           | 902,500           | 14,255,000         |
| Parks Improvements                             | 26,336,790        | 12,942,000        | 13,082,000        | 11,282,000        | 12,522,000        | 11,222,000        | 10,952,000        | 72,002,000         |
| Street Improvements                            | 38,984,282        | 29,993,503        | 34,337,000        | 28,060,000        | 28,610,000        | 28,985,000        | 34,185,000        | 184,170,503        |
| <b>Total Tax Supported CIP =</b>               | <b>87,473,726</b> | <b>65,223,003</b> | <b>68,979,000</b> | <b>60,079,500</b> | <b>59,114,500</b> | <b>56,719,500</b> | <b>62,849,500</b> | <b>372,965,003</b> |

The following graph shows the breakdown of CIP expenditures in the categories primarily funded through Tax-Supported Debt.

Funding comes from a variety of sources as can be seen in the following graph.





**CITY OF DES MOINES, IOWA  
FY2016-17/2021-22 CIP  
SUMMARY**

| <b>G.O. BONDS FY2017 - FY2022</b>  |                   |                   |                   |                   |                    |                     |
|------------------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------------|
|                                    | <b>BUDGET</b>     | <b>PLANNED</b>    |                   |                   |                    |                     |
| <b>G.O. Bonds</b>                  | <b>2016-2017</b>  | <b>2017-2018</b>  | <b>2018-2019</b>  | <b>2019-2020</b>  | <b>2020-2021</b>   | <b>2021-2022</b>    |
| Bridge/Viaduct Improvements        | 1,750,000         | 800,000           | 2,300,000         | 1,625,000         | 1,350,000          | 650,000             |
| Fire Improvements                  | 2,055,000         | 2,265,000         | 2,085,000         | 3,555,000         | 2,560,000          | 2,105,000           |
| Library Improvements               | 835,000           | 795,000           | 830,000           | 840,000           | 875,000            | 2,430,000           |
| Miscellaneous                      | 4,405,000         | 5,090,000         | 3,880,000         | 3,880,000         | 3,880,000          | 3,880,000           |
| Municipal Building Improvements    | 5,220,000         | 4,485,000         | 1,095,000         | 1,050,000         | 1,050,000          | 1,050,000           |
| Parks Improvements                 | 5,605,000         | 5,525,000         | 4,375,000         | 4,895,000         | 4,245,000          | 4,110,000           |
| Street Improvements                | 15,285,000        | 14,400,000        | 14,675,000        | 14,575,000        | 13,075,000         | 17,450,000          |
| <b>Total GO to be Issued =</b>     | <b>35,155,000</b> | <b>33,360,000</b> | <b>29,240,000</b> | <b>30,420,000</b> | <b>27,035,000</b>  | <b>31,675,000</b>   |
| <b>Change from Previous Year</b>   | <b>2016-2017</b>  | <b>2017-2018</b>  | <b>2018-2019</b>  | <b>2019-2020</b>  | <b>2020-2021</b>   | <b>TOTAL CHANGE</b> |
| Bridge/Viaduct Improvements        | 1,400,000         | 125,000           | 900,000           | (800,000)         | -                  | 1,625,000           |
| Fire Improvements                  | 385,000           | (230,000)         | (20,000)          | 1,855,000         | (1,080,000)        | 910,000             |
| Library Improvements               | 50,000            | -                 | -                 | -                 | -                  | 50,000              |
| Miscellaneous                      | 350,000           | 1,210,000         | (25,000)          | (25,000)          | (25,000)           | 1,485,000           |
| Municipal Building Improvements    | 3,035,000         | 850,000           | (275,000)         | 250,000           | 250,000            | 4,110,000           |
| Parks Improvements                 | 1,875,000         | 275,000           | 210,000           | 190,000           | (460,000)          | 2,090,000           |
| Street Improvements                | 10,000            | 2,815,000         | 935,000           | 835,000           | (2,165,000)        | 2,430,000           |
| <b>Change from Previous Year =</b> | <b>7,105,000</b>  | <b>5,045,000</b>  | <b>1,725,000</b>  | <b>2,305,000</b>  | <b>(3,480,000)</b> | <b>12,700,000</b>   |

| <b>TIF SUPPORTED G.O. BONDS FY2017 - FY2022</b> |                    |                   |                  |                  |                  |                               |
|---|--------------------|-------------------|------------------|------------------|------------------|-------------------------------|
|   | <b>BUDGET</b>      | <b>PLANNED</b>    |                  |                  |                  |                               |
| <b>G.O. Bonds (TIF Backed)</b>                  | <b>2016-2017</b>   | <b>2017-2018</b>  | <b>2018-2019</b> | <b>2019-2020</b> | <b>2020-2021</b> | <b>2021-2022</b>              |
| Court Avenue Bridge Over DM River               | -                  | 200,000           | 200,000          | 200,000          | 2,000,000        | 2,000,000                     |
| Grand Ave Bridge Over DM River                  | 4,270,000          | -                 | -                | -                | -                | -                             |
| Locust St. Bridge over the DM River             | 500,000            | 2,500,000         | 3,000,000        | -                | -                | -                             |
| Scott Ave Bridge over the DM River              | -                  | 1,800,000         | -                | -                | -                | -                             |
| Walnut Street Bridge over the Des Moines Ri     | -                  | -                 | -                | 200,000          | 400,000          | 1,100,000                     |
| 5th and Walnut Garage Demolition                | 100,000            | 2,900,000         | -                | -                | -                | -                             |
| 7th and Grand Parking Garage                    | -                  | -                 | -                | -                | -                | -                             |
| Principal Park Improvements                     | 100,000            | 100,000           | 100,000          | 100,000          | 100,000          | -                             |
| Asphaltic Paving Restoration                    | 360,000            | 360,000           | 375,000          | 375,000          | 375,000          | -                             |
| E Village Street Improvements                   | 800,000            | -                 | 600,000          | -                | -                | -                             |
| Skywalk Improvements                            | 400,000            | 2,400,000         | 250,000          | 250,000          | 250,000          | -                             |
| Walnut Street Streetscape Renovation            | 500,000            | 1,750,000         | 500,000          | 2,000,000        | -                | -                             |
| Walkability Improvements                        | -                  | 500,000           | 500,000          | 500,000          | 500,000          | 500,000                       |
| <b>Total TIF Bonds =</b>                        | <b>7,030,000</b>   | <b>12,510,000</b> | <b>5,525,000</b> | <b>3,625,000</b> | <b>3,625,000</b> | <b>3,600,000</b>              |
| <b>Change from previous year</b>                | <b>2016-2017</b>   | <b>2017-2018</b>  | <b>2018-2019</b> | <b>2019-2020</b> | <b>2020-2021</b> | <b>Total Change FY17-FY21</b> |
| Court Avenue Bridge Over DM River               | -                  | -                 | -                | -                | -                | 2,000,000                     |
| Grand Ave Bridge Over DM River                  | 750,000            | -                 | -                | -                | -                | -                             |
| Locust St. Bridge over the DM River             | (1,500,000)        | 600,000           | 3,000,000        | -                | -                | -                             |
| Scott Ave Bridge over the DM River              | -                  | 800,000           | -                | -                | -                | -                             |
| Walnut Street Bridge over the Des Moines Ri     | -                  | -                 | -                | -                | -                | 1,100,000                     |
| 5th and Walnut Garage Demolition                | (400,000)          | 200,000           | -                | -                | -                | -                             |
| 7th and Grand Parking Garage                    | (6,000,000)        | -                 | -                | -                | -                | -                             |
| Principal Park Improvements                     | -                  | -                 | -                | -                | -                | -                             |
| Asphaltic Paving Restoration                    | -                  | -                 | -                | -                | -                | -                             |
| E Village Street Improvements                   | 800,000            | -                 | 600,000          | -                | -                | -                             |
| Skywalk Improvements                            | -                  | 2,000,000         | -                | -                | -                | -                             |
| Walnut Street Streetscape Renovation            | 500,000            | 1,750,000         | 500,000          | 2,000,000        | -                | -                             |
| Walkability Improvements                        | -                  | 500,000           | 500,000          | 500,000          | 500,000          | 500,000                       |
| <b>Total Change TIF Bonds =</b>                 | <b>(5,850,000)</b> | <b>5,850,000</b>  | <b>4,600,000</b> | <b>2,500,000</b> | <b>500,000</b>   | <b>3,600,000</b>              |

*Notes:* Debt Service TIF backed G.O. Bonds are paid from TIF revenues – not the City's debt service levy. In a TIF district, the City receives the growth in property taxes levied by all the taxing bodies (City, County, Schools), less their debt service. This levy only pertains to the taxable value over and above the value of the property within the district when the district was created. The property tax receipts in a TIF District must be used only in the district where they were generated.



CITY OF DES MOINES, IOWA  
FY2016-17/2021-22 CIP  
SUMMARY

Summary of Planned Activity – Tax Supported CIP Projects

Although this category is called “Tax Supported” CIP projects, only 68.0% of the total revenues of these projects come from the issuance of General Obligation or TIF backed General Obligation Bonds. This is the sole source of funding for many of these projects, but many of these projects are supplemented, or fully funded, with other funding sources.

## BRIDGE IMPROVEMENTS

**BRIDGES** - This category involves the design and construction of new bridges and the major repair and rehabilitation of 67 bridges and viaducts which are on the National Bridge Inventory. Other bridge work may appear in the Street Section of the CIP if that bridge work is an essential part of a Street Project.

A city-wide bridge evaluation study is required every two years. The FY2015 study, completed in October of 2015, found that 27% of the bridges were rated Excellent/Very Good, 44% Good, 20% Fair, and 9% Poor.



| BRIDGE PROJECTS                        |               |               |
|--|---------------|---------------|
|  | FY17-FY22     | YEAR COMPLETE |
| City-wide Bridges                      | \$ 2,975,000  | On-going      |
| Court Avenue Bridge Over DM River      | 8,600,000     | FY22          |
| Dean Avenue Viaduct                    | 200,000       | Initial Study |
| Evergreen Avenue over Easter Lake      | 1,000,000     | FY17          |
| Grand Ave Bridge over the DM River     | 9,250,000     | FY18          |
| Locust St. Bridge over the DM River    | 8,500,000     | FY20          |
| Scott Ave Bridge over the DM River     | 3,800,000     | FY19          |
| S Union St. Bridge/S. Middle Creek     | 1,000,000     | FY17          |
| Structural Repair – Corrosion Protect. | 16,400,000    | On-going      |
| Walnut St. Bridge/DM River             | 1,700,000     | FY25          |
| Total =                                | \$ 53,425,000 |               |

**REVENUES** - \$2,000,000/year of gaming monies was added as a funding source for bridge projects beginning in FY08. Tax Increment backed G.O. Bonds are being used to help fund a number of the scheduled bridge projects that are in the Metro Center Urban Renewal Area.

### FUNDING SOURCES FY17-FY22

|                     |       |
|---------------------|-------|
| TIF back G.O. Bonds | 39.5% |
| Gaming Monies       | 25.8% |
| G.O. Bonds          | 18.2% |
| Federal             | 16.5% |

## FIRE IMPROVEMENTS

**FIRE** - Projects involve design and construction of new fire stations, acquisition of equipment, and major repair and preventive maintenance of the City's fire facilities. The City's Fire facilities have an insured value of over \$42 million. The insured value of all vehicles/equipment is approximately \$25 million.

**REVENUES** – 100% of the proposed funding in this category comes from the issuance of General Obligation Bonds which are issued for a term of 20 years with an average life of nine and one-half years. The City regularly applies for grants to help fund the purchase of equipment.

| FIRE PROJECTS   |               |                   |
|---|---------------|-------------------|
|   | FY17-FY22     |                   |
| Equipment Acquisition   | 12,485,000    | On-going          |
| Fire Station Remodeling                                       | 1,900,000     | On-going          |
| Outdoor Warning Sirens  | 60,000        | On-going          |
| Station 3 Relocation  | 200,000       | Preliminary Study |
| TOTAL =   | \$ 14,645,000 |                   |
| FY2020 - \$525,000 roofs, \$350,000 for Air Purification Sys. |               |                   |

**Equipment Acquisition FY17-FY22:** fourteen Ambulances; five Engines; two 75' Ladder Trucks; one 100' Ladder truck, one HazMat Unit, SCBA Equipment Replacement; and other miscellaneous firefighting equipment. The City has applied for a grant for the SCBA equipment replacement.



## LIBRARY IMPROVEMENTS

**LIBRARY** - This category include major repair and renovation of the libraries, projects acquiring major equipment, and the acquisition of new materials/books. The insured value of the Central Library and the five branches is approximately \$60 million.

During the current fiscal year, staff is working on securing private funding for a Kiosk somewhere in the SE section of the City.

**REVENUES** - Funding in this category normally comes from the issuance of General Obligation

Bonds. The City aims to front-load the bonds for the Library materials due to their shorter life expectancy. \$170,000/year of video and audio rental fees helps to fund approximately 20% of the Collection expenses.

| LIBRARY PROJECTS  |                     |             |
|---|---------------------|-------------|
|   | FY17-FY22           |             |
| Collection Replacement/Additions                        | 5,230,000           | On-going    |
| Miscellaneous Building Improvements                     | 1,450,000           | On-going ** |
| Replacement of RFID System                              | 945,000             | FY22        |
| <b>TOTAL =</b>  | <b>\$ 7,625,000</b> |             |
| ** \$600,000 of HVAC improvements are planned in FY2022 |                     |             |

## MISCELLANEOUS IMPROVEMENTS

**MISCELLANEOUS** - This category is for projects that do not have enough projects to warrant their own section.

**REVENUES** - The majority of revenues normally comes from the issuance of G.O. debt. The Storm Water and Sanitary Sewer Funds pay for their share for the replacement of trees lost due to their projects. Their share is determined on an annual basis. The Storm Water fund is also providing funding of \$150,000/year for EAB treatment of trees in the Public ROW.



| MISCELLANEOUS IMPROVEMENTS        |                      |                 |
|-----------------------------------|----------------------|-----------------|
|                                   | FY17-FY22            |                 |
| City Fiber Network                | 185,000              | New             |
| Comp. Plan and Zoning Code Update | 277,500              | FY17/FY18       |
| City Tree Replacement Fund        | 1,350,000            | On-going        |
| Emerald Ash Borer Response Plan   | 5,280,000            | On-going        |
| Information Technology            | 6,850,000            | On-going        |
| Neighborhood Dev. Corporation     | 6,000,000            | On-going        |
| Neighborhood Finance Corporation  | 6,000,000            | On-going        |
| Public Art                        | 600,000              | On-going        |
| Vacant Property Redevelopment     | 300,000              | On-going        |
| <b>TOTAL =</b>                    | <b>\$ 26,842,500</b> | <b>On-going</b> |

### Information Technology FY17-FY22:

Security Improvements - \$1,750,000  
Network equipment - \$1,200,000  
Mass Storage Equipment - \$1,000,000  
Wireless Equipment - \$575,000  
Fiber Extension - \$550,000  
Server Additions/Replacements - \$480,000  
Phone System Improvements - \$120,000  
Police Camera Servers - \$200,000 - FY17  
TIDEMARK Replacement - \$1,000,000 - FY18

## MUNICIPAL BUILDING IMPROVEMENTS

**MUNICIPAL BUILDING** - These projects are for the repair, construction, preventive maintenance, and upkeep of municipal owned buildings, which are not a part of the Park, Fire or Library Departments, or any of the enterprise operations. City Hall, the Armory, Equipment Service Center, Richard A. Clark Municipal Service Center, the Police Station, Police Academy, and the Public

Works Administration have total insured value of \$66 million. A number of other buildings are also covered in this section of the CIP.

**REVENUES** - G.O. Bonds fund essentially 100% of the projects planned for in this section of the CIP. When possible, the City regularly applies for energy rebates.



## MUNICIPAL BUILDING – continued

### CITY HALL IMPROVEMENTS

**\$5,000,000 ESTIMATED TOTAL COST**

Project includes: Replacement of the Steam Boiler, Replacement of Air Handling Units, Reconditioning of Radiators, Roof Repairs, New Sprinkler and Fire Detection System, New Interior/Exterior Lighting, 2<sup>ND</sup> Elevator; and General Remodeling.

| MUNICIPAL BUILDING IMPROVEMENTS     |                      |           |
|-------------------------------------|----------------------|-----------|
|                                     | FY17-FY22            |           |
| ADA Modifications                   | 1,200,000            | On-going  |
| City Hall Improvements              | 3,950,000            | On-going  |
| Energy Conservation *               | 1,915,000            | On-going  |
| HVAC, Electrical, and Plumbing Imp. | 1,670,000            | On-going  |
| Municipal Building Improvements     | 1,580,000            | On-going  |
| Municipal Building Reroofing        | 1,415,000            | On-going  |
| Municipal Service Center            | 250,000              | Land Acq. |
| Police Academy Improvements         | 900,000              | FY18      |
| Police Facility Improvements        | 450,000              | On-going  |
| Police Station Steps                | 625,000              | FY18      |
| Public Works Building Improvements  | 300,000              | On-going  |
| <b>TOTAL =</b>                      | <b>\$ 14,255,000</b> |           |

Until future plans for the Armory and the Police Station are determined, only essential repairs/improvements will be undertaken at these facilities. Because it is highly improbable that the City could completely vacate its operations in the Armory in the next five years, \$1,500,000 is planned FY18 for the replacement of the windows which are very old and in very poor condition (leaking air, and some in danger of falling out).

## PARK IMPROVEMENTS

**PARKS** - This category provides for planning, development, landscaping, major repairs, and preventive maintenance of buildings, grounds, and equipment in the City's: 76 parks, 52 miles of paved multi-use trails, Gray's Lake, James W. Cownie Sports Park, Principal Ball Park, Savage and Greater Des Moines Softball Parks, Simon Estes Amphitheater, three community centers, seven cemeteries, twelve wading pools, 4 splash pads, 4 spraygrounds, five swimming pools and aquatic centers, Birdland Marina, and conservation and recreation areas.

**REVENUES** - Revenues come from a variety of sources, but mainly from the issuance of G.O. Bonds. \$4.9 million of grant/private funding is included to replace G.O. Bond funding. If this funding is not realized, projects will have to be cut, or alternate sources of funding will be needed.



The \$2.6 million SW 5<sup>th</sup> Street (Jackson) Multi-Use Trail Bridge Rehabilitation project is being made possible with \$1,050,000 of private donations and a \$500,000 State Grant.



## PARK IMPROVEMENTS - continued

| PARK IMPROVEMENTS                |                     |                 |
|----------------------------------|---------------------|-----------------|
|                                  | FY17-FY22           |                 |
| Cemetery Infrastructure and Imp. | 1,860,000           | On-Going        |
| Community Center Improvements    | 870,000             | On-Going        |
| Gray's Lake Park Improvements    | 2,945,000           | On-Going        |
| Multi-Use Trails                 | 6,335,000           | On-Going        |
| Multi-Use Trails Bridges         | 1,600,000           | Meredith/SW 1st |
| Neighborhood Park Improvements   | 6,875,000           | On-Going        |
| Comprehensive Plan Update        | 300,000             | FY18            |
| Park Building Improvements       | 2,400,000           | On-Going        |
| Principal Park                   | 696,000             | On-Going        |
| Road, Sidewalk, and Utility Imp. | 3,000,000           | On-Going        |
| Sports Complexes                 | 1,200,000           | On-Going        |
| Swimming Pools/Aquatic Infra.    | 2,460,000           | On-Going        |
| Urban Conservation Projects      | 3,450,000           | On-Going        |
| Wading Pool Improvements         | 2,810,000           | On-Going        |
| <b>TOTAL =</b>                   | <b>\$36,801,000</b> |                 |

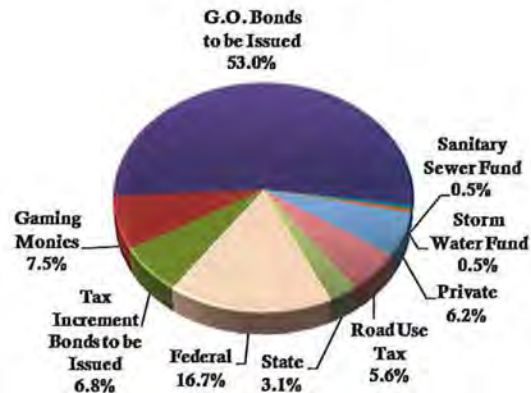
**PARK HIGHLIGHTS:** FY16 Cownie Baseball Parking Improvements \$1,050,000 (Approximately \$130,000 RISE, \$450,000 GDMCF, \$200,000 Polk County, \$270,000 G.O. Bond Other Improvements: Glendale Abby Restorations, Four Mile and Pioneer-Columbus Remodel, Grays Lake Earthen berm repair, eight miles of new paved trails, two miles of nature trails, one new playground per year, two new spraygrounds per year, permanent restroom every other year, Beaverdale Park Shelter Renovation, Aquatic Center slide renovations, and Parkland, pond, and creek restorations.

## STREET IMPROVEMENTS

**STREETS** - These projects relate to the design, construction, rehabilitation, and preventive maintenance of the City's street, sidewalk, skywalk, and traffic control systems. The City has over 974 center-lane miles of paved, and 37 center-lane miles of unpaved streets, 3,700,000+ lineal feet (700 miles) of sidewalks, 58 skywalk bridges, 400+ traffic signals, and 100 school flashing beacons.

**REVENUES** - Revenues in this section of the CIP come from a variety of sources as can be seen by the following pie chart.

**STREET CIP -  
FUNDING SOURCES  
FY 2016-17/2021-22**



**CATEGORIES** - Projects have been broken down into the following categories to better understand the scope of the fifty (50) projects in this section of the CIP.

| STREET IMPROVEMENTS                     |                      |               |
|---|----------------------|---------------|
| TRAFFIC CONTROL                         |                      |               |
|   | FY17-FY22            | YEAR COMPLETE |
| Traffic Control Neighborhood Program    | 345,000              | Ongoing       |
| Traffic Median Island Replacement       | 1,500,000            | Ongoing       |
| Traffic System Operation Improvements   | 3,640,000            | Ongoing       |
| Signals/Channelization/School Crossings | 4,880,000            | Ongoing       |
| Transportation Master Plan              | 275,000              | FY18          |
| <b>TOTAL =</b>                          | <b>\$ 10,640,000</b> |               |

| STREET IMPROVEMENTS                                       |                      |         |
|---|----------------------|---------|
| ONGOING MAINTENANCE                                       |                      |         |
|   | FY17-FY22            |         |
| Asphaltic Paving Restoration Program                      | 6,645,000            | Ongoing |
| Concrete Curb Replacement Program                         | 4,300,000            | Ongoing |
| Concrete Paving Restoration Program                       | 4,350,000            | Ongoing |
| LED Street Lighting Upgrades                              | 1,400,000            | Ongoing |
| Neighborhood Infrastructure Rehab Program                 | 7,675,000            | Ongoing |
| PCC Pavement Replacement Program                          | 1,125,000            | Ongoing |
| Rehab/Preservation Major Roadways                         | 4,900,000            | Ongoing |
| Residential Paving Program (Unimproved Streets)           | 1,850,000            | Ongoing |
| Roadway Reconstruction (Road Use Tax)                     | 10,075,000           | Ongoing |
| RR Crossing Surface/Signal Improvements                   | 250,000              | Ongoing |
| Special City-wide Street Improvements (Gaming)            | 15,000,000           | Ongoing |
| <b>TOTAL =</b>  | <b>\$ 57,570,000</b> |         |
| Work is performed by Public Works Crews (all or in-part). |                      |         |



## STREET IMPROVEMENTS – continued

| STREET IMPROVEMENTS                                  |                      |               |
|--|----------------------|---------------|
| EXTENSION/WIDENING/IMPROVEMENTS                      |                      |               |
|  | FY17-FY22            | YEAR COMPLETE |
| East 42nd and Hubbell Ave Intersection Imp.          | 2,400,000            | FY18          |
| East 46th and Hubbell Ave Intersection Imp.          | 1,215,000            | FY18          |
| East Douglas Widening - E 42nd to E 56th             | 8,700,000            | FY24          |
| East Village Street Improvements                     | 1,475,000            | FY19          |
| Easton - E 34th St to 4-Mile Creek Curb Construction | 1,800,000            | FY19          |
| Hubbell Avenue - E 33rd to E 38th                    | 7,800,000            | FY21          |
| Indianola Widen - E Army Post Rd-Hwy 69              | 7,000,000            | FY24          |
| Indianola Widening - SE 14th/Army Post               | 2,500,000            | FY17          |
| McKinley Ave Widen - Fleur Dr-E Indianola            | 5,290,000            | FY24          |
| Merle Hay Road Widen - Boston Ave to Douglas Ave     | 1,800,000            | FY23          |
| Merle Hay/Hickman Intersection Improvements          | 1,300,000            | FY24          |
| Park Ave Widening - SW 56th-SW 63rd Street           | 4,200,000            | FY19          |
| SE 30th Widening - RR Viaduct to S.E. Connector      | 2,200,000            | FY24          |
| SE Connector - S.E. 14th St to S.E. 30th Street      | 1,500,000            | FY17          |
| SE Connector - S.E. 30th Street to US 65 *           | 19,125,503           | FY25+         |
| <b>TOTAL =</b>                                       | <b>\$ 68,305,503</b> |               |

\* This project has a funding gap of \$25 million.

| STREET IMPROVEMENTS                    |                      |         |
|--|----------------------|---------|
| SKYWALKS AND SIDEWALKS                 |                      |         |
|  | FY17-FY22            |         |
| Sidewalk Replacement                   | 4,000,000            | Ongoing |
| Sidewalks - ADA Compliance             | 9,000,000            | Ongoing |
| Sidewalks - School and Priority Routes | 1,210,000            | Ongoing |
| Skywalk System                         | 4,150,000            | Ongoing |
| <b>TOTAL =</b>                         | <b>\$ 18,360,000</b> |         |

| STREET IMPROVEMENTS       |                      |               |
|---------------------------|----------------------|---------------|
| OTHER                     |                      |               |
|                           | FY17-FY22            | YEAR COMPLETE |
| Streetscape Improvements  | 4,900,000            | Ongoing       |
| 42nd Street Streetscape   | 3,700,000            | FY18          |
| Corridor Improvements     | 2,500,000            | New/Ongoing   |
| Walkability Improvements  | 5,000,000            | New/Ongoing   |
| Walnut Street Streetscape | 12,145,000           | FY21          |
| <b>TOTAL =</b>            | <b>\$ 28,245,000</b> |               |

## ENTERPRISE REVENUE SUPPORTED PROJECT CATEGORIES

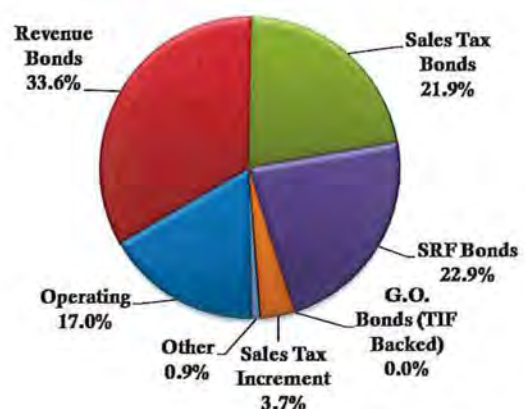
| CITY OF DES MOINES                             |                   |                   |                   |                   |                   |                   |                    |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| CAPITAL IMPROVEMENTS PROGRAM - FY2016 - FY2022 |                   |                   |                   |                   |                   |                   |                    |
| ENTERPRISE (USER FEES)                         | BUDGET            | PLAN YEARS        |                   |                   |                   |                   | Total              |
|  | 2016-2017         | 2017-2018         | 2018-2019         | 2019-2020         | 2020-2021         | 2021-2022         | FY17-FY22          |
| Parking Improvements                           | 1,465,000         | 3,500,000         | 600,000           | 600,000           | 350,000           | 350,000           | 6,865,000          |
| Sanitary Sewer Improvements                    | 17,427,670        | 21,660,000        | 15,200,000        | 12,500,000        | 7,450,000         | 10,150,000        | 84,387,670         |
| Storm Sewer Improvements                       | 14,975,000        | 24,185,000        | 17,680,000        | 14,450,000        | 11,150,000        | 15,150,000        | 97,590,000         |
| <b>Total Enterprise Fund CIP =</b>             | <b>33,867,670</b> | <b>49,345,000</b> | <b>33,480,000</b> | <b>27,550,000</b> | <b>18,950,000</b> | <b>25,650,000</b> | <b>188,842,670</b> |

An enterprise fund is the City's equivalent of a business, where user fees pay for the service. Generally, no tax supported G.O. or TIF Debt is issued, nor are any revenues from property taxes used to fund any of these projects (TIF Bonds are being used to help fund a couple of parking projects). The funds in each of these operations are kept separate from all other City funds. There are three enterprise funds with projects in the CIP.

**EXPENDITURES**  
**ENTERPRISE CIP PROJECTS**  
**FY 2016-17/2021-2022**



**REVENUES**  
**ENTERPRISE CIP PROJECTS**  
**FY 2016-17/2021-2022**





## PARKING IMPROVEMENTS

**PARKING** - This category includes projects for the design and construction of new municipal parking ramps and lots, and for major repairs to the existing Municipal Parking System which includes: over 5,670 stalls in the City's six parking garages, 1,815 stalls in one Park and Ride garage, 68 spaces on two surfaced lots, and almost 4,000 on-street metered spaces. **The insured value of the City's seven parking garages is over \$90 million.** *At the time of the adoption of this budget, the scope of the 5<sup>th</sup> and Walnut demolition was uncertain. It may become a private development with no capital expenditures by the City.*

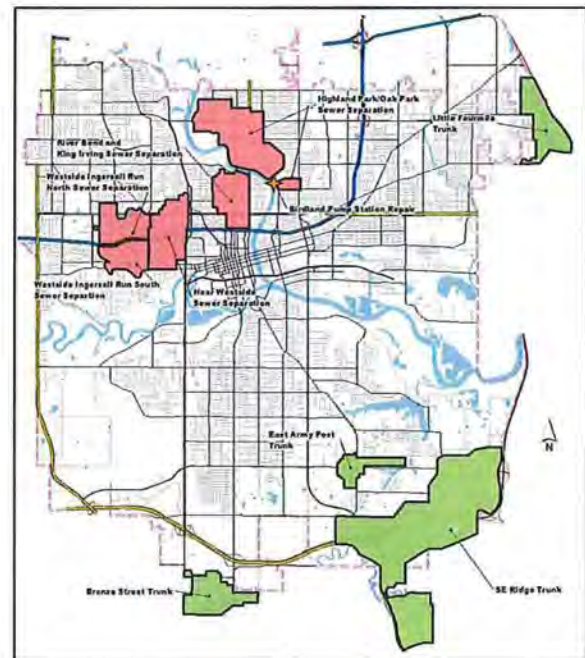
**REVENUES** - Funding in this category normally comes from operating funds which originate directly from user fees. Tax Increment bonds are planned to fund the demolition of the 5<sup>th</sup> and Walnut parking garage. Various parking rate increases will be proposed to the City Council during the budget process.

| PARKING IMPROVEMENTS                |                     |               |
|-------------------------------------|---------------------|---------------|
|                                     | FY17-FY22           | YEAR COMPLETE |
| Parking Facility Rehab/Repair Prog  | 2,850,000           | Ongoing       |
| Park and Ride Facility Improvements | 1,015,000           | Ongoing       |
| 5th and Walnut Demolition           | 3,000,000           | FY18          |
| <b>TOTAL =</b>                      | <b>\$ 6,865,000</b> |               |

## SANITARY SEWER IMPROVEMENTS

**SANITARY SEWER** - This category covers projects for the design, construction, repair, and preventive maintenance of the City's Sanitary Sewer Collection System. **The City has ~890 miles of sanitary sewers.**

| SANITARY SEWER PROJECTS                     |                      |               |
|---|----------------------|---------------|
|   | FY17-FY22            | YEAR COMPLETE |
| <b>MAINTENANCE/REPAIR PROJECTS</b>          |                      |               |
| City-wide Sanitary Sewers                   | 3,900,000            | On Going      |
| Lining Sanitary Trunk and Lateral Sewers    | 14,750,000           | On Going      |
| <b>EXPANSION PROJECTS</b>                   |                      |               |
| Bronze Street Trunk Sanitary Sewer          | 1,800,000            | FY20          |
| East Army Post Road Trunk Sewer             | 1,600,000            | FY20          |
| Little Four Mile Trunk Sanitary Sewer       | 1,250,000            | FY18          |
| Southeast Ridge Trunk Sanitary Sewer        | 1,400,000            | FY20          |
| <b>SEPARATION PROJECTS</b>                  |                      |               |
| Lower Oak Drive/Highland Park Sewer Sep.    | 10,237,670           | FY18          |
| Near West Side Sewer Separation             | 18,100,000           | FY19          |
| River Bend and King Irving Sewer Separation | 15,850,000           | FY20          |
| W. Ingersoll Run Sewer Separation (N-1235)  | 3,300,000            | FY23          |
| W. Ingersoll Run Sewer Separation (S-1235)  | 12,200,000           | FY22          |
| <b>TOTAL =</b>                              | <b>\$ 84,387,670</b> |               |



**REVENUES** - Planned rate increases of 5%/year are proposed for FY2017-FY2019. The FY2017 rate for operations, debt service and capital improvements will be \$6.59/1,000 gallons of water, plus a service charges of \$4.40/month.

## STORM WATER IMPROVEMENTS

**STORM WATER** - This category is for the design, construction, repair, and preventive maintenance of the City's storm sewer system, and local flood protection levee system. The City has ~472 miles of storm sewers, 32 pump stations, and approximately 16 miles of levees and floodwalls in the U.S. Army Corps of Engineers Levee Safety Program.

| STORM WATER PROJECTS                    |                      |               |
|---|----------------------|---------------|
|   | FY17-FY22            | YEAR COMPLETE |
| Flood Mitigation Improvements           | 51,150,000           | FY22+         |
| Hamilton Drainage Area Improvements     | 18,275,000           | FY22+         |
| Leetown Creekway - Outlet Improvements  | 8,500,000            | FY21          |
| Closes Creek Watershed Improvements     | 7,350,000            | FY22+         |
| Easter Lake Watershed Improvements      | 3,490,000            | FY19          |
| City-wide Storm Water Utility Projects  | 4,375,000            | On-going      |
| Levee Maintenance and Improvements      | 2,600,000            | On-going      |
| Storm Water Pump Station Rehabilitation | 1,500,000            | On-going      |
| Watershed Studies                       | 350,000              | On-going      |
| <b>TOTAL =</b>                          | <b>\$ 97,590,000</b> |               |



**REVENUES** - Rates are based on ERU's or Equivalent Resident Unit - *the average impervious area of residential developed property per dwelling unit located within the city ((ERU=2,349 sf).* A storm water utility fee was established in FY1995 to help fund these projects. The rate was last increased to \$10.95 on July 1, 2015. In order to fund the planned projects, rate increases of 5%/year are proposed for FY2017-FY2019.

## COMMENTS

The City welcomes any comments on this document to help improve its usefulness and effectiveness. Questions or comments should be directed to the City's Research and Budget Office at (515) 283-4087.



# **FEDERAL FISCAL YEAR 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

A regional program of surface transportation improvement projects to enhance the movement of goods and people along the greater Des Moines metropolitan area's transportation system.

June 2017



## CHAPTER ONE

# Introduction

The FFY 2018-2021 TIP contains eight chapters covering the Des Moines Area MPO's guidelines for choosing and funding projects, status reports of the previous FFY projects, a listing of projects in the Federal highway and Federal transit element, a financial plan for all Federal-aid projects, required resolutions and certifications, and a summary of public comments.

### **Chapter One: General Overview of the TIP**

The Introduction explains Federal transportation planning guidelines and provides background information on the Des Moines Area MPO's responsibilities, representatives, and committees. The chapter also includes information about the Des Moines Area MPO's public participation process procedures and provides an overview of the TIP, including its purpose, requirements, and the methodology to adopt, implement, amend, or modify the plan.

### **Chapter Two: Project Selection Procedures**

This chapter provides background into the Des Moines Area MPO's project selection procedure, including eligibility requirements, basis of funding projects, and project scoring process.

### **Chapter Three: Funding Programs**

This chapter provides a summary of the various funding programs available for project within the Des Moines Area MPO planning area including Federal, State, and local funding sources. The chapter also discusses the intent of each of these programs.

### **Chapter Four: Federal Fiscal Year 2017 Status Reports**

The Federal Fiscal Year 2017 Status Reports chapter is a status listing of all Federal-aid projects programmed to utilize Federal funding in FFY 2017.

### **Chapter Five: Federal Highway Administration Projects**

The Federal Highway Administration Projects chapter provides a listing of all Federal-aid projects programmed to utilize FHWA funds during the next four FFYs (FFY 2018-2021).

### **Chapter Six: Federal Transit Administration Projects**

The Federal Transit Administration Projects chapter provides a listing of all Federal-aid projects programmed to utilize FTA funds during the next four FFYs (FFY 2018-2021).



## **Chapter Seven: Financial Plan**

The Financial Plan chapter summarizes the financial availability of the Des Moines Area MPO to implement surface transportation improvements. The chapter includes the fiscal constraint of the STBG and TAP funds, listing the forecasted operations and maintenance expenditures, and forecasted non Federal-aid revenues. The chapter also includes a section discussing the transit funding Federal-aid by year.

## **Chapter Eight: Public Comment**

The public comment chapter includes a summary on the disposition of comments made as part of the public review of the TIP on June 20, 2017, and any subsequent written comments submitted to the Des Moines Area MPO on or before July 15, 2017.

## **Appendices**

### **Resolutions and Certifications**

The resolutions and certifications chapter includes the TIP's resolution of adoption by the Des Moines Area MPO, a self-certification of the metropolitan planning process, and a certification of the financial capacity analysis.

# General Overview of the TIP

The transportation system in a metropolitan planning area is vital for the movement of people and goods to, through, from, and within the area. A transportation system takes on two primary roles: the movement of people and the movement of goods. The transportation improvement program (TIP) is a metropolitan area's regionally agreed upon list of surface transportation improvements that received Federal funding to move goods and people in a metropolitan area's transportation system.

## The TIP and Federal Guidance

Congress passed the *Federal-Aid Highway Act of 1962*, requiring regional agencies to conduct a "continuing, comprehensive, and coordinated" (3-C) transportation planning process. Congress took additional steps in drafting the *Federal-Aid Highway Act of 1973* by establishing Metropolitan Planning Organizations (MPO) in urbanized areas over 50,000 persons in population, and by dedicating to MPOs a small portion of each state's funding from the Highway Trust Fund. The *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) empowered and provided for flexibility in the use of funding, improved state-regional cooperation, and enhanced public participation. The *Transportation Equity Act for the 21<sup>st</sup> Century* (TEA-21) legislation of 1998 expanded the role and responsibilities of metropolitan areas exceeding 200,000 persons in population with the designation of Transportation Management Areas (TMA). In 2005, Congress passed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU).

SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation through Federal Fiscal Year (FFY) 2009 (September 30, 2009). Since then, the United States Senate has passed continuing resolutions to extend SAFETEA-LU and to provide appropriations for transit programs through 2012 at funding levels consistent with authorized 2009 levels. SAFETEA-LU addressed the many challenges facing transportation systems including improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promoted more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation problems in their communities.<sup>1</sup>

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<sup>1</sup> <http://www.fhwa.dot.gov/safetealu/summary.htm>

On July 6, 2012, *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21) was signed into law replacing SAFETEA-LU. MAP-21 provides essential funds for transportation projects ranging from passenger rail, freight transportation, highway and bridge projects, and bicycle and pedestrian projects. MAP-21 took effect on October 1, 2012, and funds surface transportation projects through September 30, 2014. The bill provides \$105 billion in funding per year for Federal Fiscal Year's (FFY) 2013 and 2014. An extension was signed in 2014, which authorizes surface transportation funding through May 31, 2015. MAP-21 includes a number of major changes including the elimination of the Surface Transportation Program Transportation Enhancements Program, expansion of the Transportation Infrastructure Finance Innovation Act (TIFIA), and streamlining of the environmental review process. Federal transit program also change slightly with Job Access and Reverse Commute (JARC) and New Freedom funds being consolidated into the Urbanized Area Formula Grants.<sup>2</sup>

On December 4, 2015 the *Fixing America's Surface Transportation Act* (FAST) was signed into law replacing MAP-21. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. MAP-21 included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system. The FAST Act builds on the changes made by MAP-21. The FAST ACT establishes and funds new programs to support critical transportation projects to ease congestion and facilitate movement. It also builds on the reforms of MAP-21 by incorporating changes aimed at ensuring the timely delivery of transportation projects.

## Federal Transportation Planning Process

Title 23 of the United States Code of Federal Regulations (CFR), Section 450, Subpart C, states that MPOs are to carry out a:

“...continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to

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<sup>2</sup> <http://www.nlc.org/Documents/Influence%20Federal%20Policy/Advocacy/Legislative/summary-map21-transportation-jul2012.pdf>

serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.”

Section 450.306 identifies eight planning factors to identify the “scope of the metropolitan transportation planning process.” These include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, and improve consistency between transportation improvements and State and local planned growth and economic patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and,
8. Emphasize the preservation of the existing transportation system.

## **Des Moines Area Metropolitan Planning Organization**

The Des Moines Area Metropolitan Planning Organization (Des Moines Area MPO) serves as the formal transportation planning body for the greater Des Moines, Iowa, metropolitan area, carrying out the intent of Title 23 of the United States CFR, Section 450. In 1983, the Governor of Iowa designated the Des Moines Area MPO as the official MPO for the Des Moines Urbanized Area, as defined by the U.S. Bureau of the Census. In addition, the Des Moines Area MPO is designated as a Transportation Management Area, per Section 450.104, as it exceeds the population threshold of 200,000 persons. The Des Moines Area MPO works to carry out a 3-C multimodal transportation planning process for the greater Des Moines metropolitan area.

## Responsibilities

The Des Moines Area MPO provides a regional forum to assure local, state, and Federal agencies and the public coordinate transportation planning issues, and to prepare transportation plans and programs. The Des Moines Area MPO develops both long and short-range multimodal transportation plans, selects and approves projects for Federal funding based on regional priorities, and develops methods to reduce traffic congestion.

The Des Moines Area MPO is responsible for these transportation planning activities within the geographic area identified as the Metropolitan Planning Area (MPA). The Des Moines Area MPO approved its current MPA on January 21, 2013. The MPA includes portions of Dallas, Madison, Polk, and Warren Counties, and encompasses the anticipated urbanized area for Horizon Year 2050.

## Membership

Full voting membership to the Des Moines Area MPO is open to any county or city government located, wholly or partially, in the designated MPA containing a minimum population of 1,500 persons that adopts the Des Moines Area MPO's 28E Agreement (agreement entered into under Chapter 28E, Code of Iowa, establishing the Des Moines Area MPO and its responsibilities). Currently, the Des Moines Area MPO membership includes the following cities and counties:

**Figure 1.1: Des Moines Area MPO Membership**

| Cities     |                 | Counties      |
|------------|-----------------|---------------|
| Altoona    | Mitchellville   | Dallas County |
| Ankeny     | Norwalk         | Polk County   |
| Bondurant  | Pleasant Hill   | Warren County |
| Carlisle   | Polk City       |               |
| Clive      | Urbandale       |               |
| Des Moines | Waukee          |               |
| Grimes     | West Des Moines |               |
| Johnston   | Windsor Heights |               |

In addition to the identified cities and counties, the Des Moines Area Rapid Transit (DART) agency is a full voting member of the Des Moines Area MPO. Two entities within the Des Moines Area MPO MPA, the City of Cumming and Madison County, fall below the minimum population threshold for full membership. The City of Cumming is an associate Des Moines Area MPO member. Associate membership allows a non-voting representative to participate actively in the transportation planning



process and is available to all governments within the Des Moines Area MPO MPA that do not meet the minimum population threshold for full membership. Outside the Des Moines Area MPO MPA, the City of Indianola is an associate, non-voting member.

The Iowa Department of Transportation (DOT), the Des Moines International Airport (DSM), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Heart of Iowa Regional Transportation Alliance (HIRTA) serve as advisory non-voting representatives to the Des Moines Area MPO.

### **Organization Structure**

Three designated committees form the structure of the Des Moines Area MPO: the Transportation Technical Committee (TTC), the Executive Committee, and the Transportation Policy Committee (Policy Committee). The Des Moines Area MPO member governments' and agencies' respective boards and councils appoint their respective representatives to the TTC and to the Policy Committee.

The Des Moines Area MPO TTC is comprised primarily of representatives of member governments' and agencies' technical staffs, including planners, engineers, and city administrators. The Policy Committee annually elects officers and at-large representatives to an Executive Committee from Policy Committee representatives. The Policy Committee is primarily comprised of elected officials including mayors, city council members, city managers, and county supervisors.

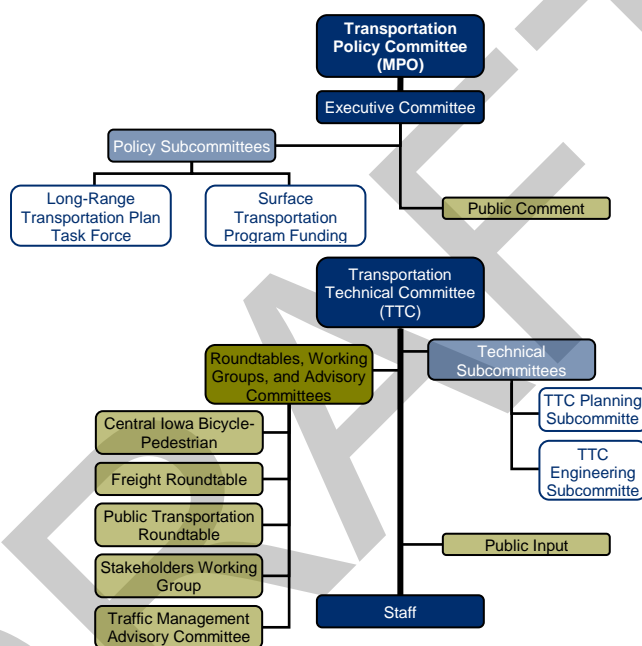
The Des Moines Area MPO staff supports the TTC, the Executive Committee, and the Policy Committee. The TTC offers technical guidance and recommendations to the Executive Committee. The Executive Committee then offers recommendations to the Policy Committee, based on the TTC's recommendations, before the Policy Committee takes formal actions on transportation topics. TTC representation differs from the Policy Committee in that HIRTA and the DSM Airport are voting advisory members on the TTC.

Additionally, the Des Moines Area MPO establishes and supports, as needed, other subcommittees, roundtables, working groups, and advisory committees regarding various transportation-related topics relevant to the Des Moines Area MPO's responsibilities. The Des Moines Area MPO requests stakeholder organizations and citizens to serve on these committees, as appropriate. As part of an adopted public participation process, the Des Moines Area MPO strongly encourages input and

communication from citizens.

Figure 1.2 displays the Des Moines Area MPO committees' organization and their respective subcommittees. Figure 1.2 also identifies how the Des Moines Area MPO's roundtables, working groups, advisory committees, and the public offer input into the metropolitan transportation planning process.

**Figure 1.2: Committee and Structural Organization Chart**



## Representation

Population determines representation on the TTC and the Policy Committee, with each member government receiving at least one representative. The Policy Committee allows additional representatives to larger member governments based on predetermined population thresholds identified in the Des Moines Area MPO's Bylaws. DART and advisory members Iowa DOT, DSM Airport, FHWA, FTA, and HIRTA each have one representative.

## Transportation Improvement Program

The Des Moines Area MPO's *Federal Fiscal Years 2018-2021 Transportation Improvement Program* (FFY 2018-2021 TIP) serves as a list of Federal-aid eligible surface transportation improvements for the Des Moines Area MPO's MPA. The TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program development and approval process. State Transit Assistance (STA) and Statewide Transportation Alternatives Program (Statewide TAP) funds are the only source of state funding shown in the TIP. The TIP identifies all Federal funds programmed during the four-year period (FFY 2018-2021). Additionally, the TIP identifies all projects by Federal funding program and by FFY.

### TIP Requirements

Title 23 of the CFR, Section 450.324, indicates the TIP must cover a period of no less than four years, be updated at least every four years, and be approved by the Des Moines Area MPO and the Governor (or in the case of the State of Iowa, the TIP will be approved by the Iowa DOT). Additionally, Section 450.324 states the TIP shall include:

- Capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding;
- Contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded;
- All regionally significant projects proposed to be funded with Federal funds other than those administered by FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds;
- A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs;
- A project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project; and,
- Sufficient descriptive material, estimated total project cost, amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for each project or phase.

## **Plan Consistency**

Each project or project phase included in the TIP must be consistent with other Des Moines Area MPO plans, including the *Horizon Year 2050 Metropolitan Transportation Plan Mobilizing Tomorrow* (HY 2050 MTP Mobilizing Tomorrow). In addition, the Des Moines Area MPO requires consistency among the TIP and member governments' and agencies' capital improvement plans. In particular, the Des Moines Area MPO requires consistency among proposed short- and long-range projects, strategies, plans, and programs.

## **TIP Adoption**

Adoption of the Des Moines Area MPO's FFY 2018-2021 TIP is subject to the Des Moines Area MPO's review and approval. The review process consists of a public comment period that offers opportunities for review and comment of the draft FFY 2018-2021 TIP. At the conclusion of the public review period, Des Moines Area MPO staff reviews and summarizes all submitted comments and presents the findings to the Des Moines Area MPO committees for consideration into the final FFY 2018-2021 TIP. The Des Moines Area MPO submits the final (approved) FFY 2018-2021 TIP, with a copy of the formal resolution, to the Iowa DOT. The Iowa DOT then reviews the plan to ensure compliance with Federal regulations.

## **Revising the TIP**

Under Federal law, the Des Moines Area MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. Revisions are changes that occur between annual updates.

The Iowa DOT identifies two types of revisions to the TIP: major revisions (amendments) and minor revisions (administrative modifications). The Iowa DOT considers the following criteria when determining the type of TIP revision.

### **Amendments**

An amendment is a major change to a project in the TIP, including the addition or deletion of a project, a major change in project cost or project phase initiation dates, or a major change in the design concept or scope (e.g., changing project termini or the number of through lanes). The Iowa DOT considers amendments to the FFY 2018-2021 TIP with proposed changes that meet any of the following criteria:

- *Project cost* – Projects in which the recalculated project costs increase Federal aid by more than 30 percent or increase total Federal aid by more than \$2,000,000 from the original amount;
- *Schedule changes* – Projects which are added or deleted from the TIP;
- *Funding sources* – Receiving additional Federal funding sources to a project; and,
- *Scope changes* – Changing the project termini, project alignment, the amount of through traffic lanes, the type of work from an overlay to reconstruction, or the change to include widening of the roadway.

If the Iowa DOT considers a change to the TIP to be an amendment, the Des Moines Area MPO must approve the requested change and must follow the public participation process identified in the Des Moines Area MPO's *Public Participation Plan* (PPP). The PPP states the Des Moines Area MPO would schedule a public meeting to receive public comments at the Policy Committee meeting prior to the Policy Committee taking action on the proposed amendment. If the Policy Committee approves the amendment, the Des Moines Area MPO would notify the Iowa DOT, the FHWA, and the FTA.

### **Administrative Modifications**

An administrative modification is a minor change to a project in the TIP, including minor changes to project phase costs, funding sources or previously included projects, and project or project phase initiation dates. The Iowa DOT considers as administrative modification to the FFY 2017-2020 TIP proposed changes that meet any of the following criteria:

- *Project cost* – Projects in which the recalculated project costs do not increase Federal aid by more than 30 percent or do not increase total Federal aid by more than \$2,000,000 from the original amount;
- *Schedule changes* – Changes in schedules to projects which are included in the first four years of the TIP;
- *Funding sources* – Changes to funding from one source to another; and,
- *Scope changes* – All changes to the projects scope are amendments.

If the Iowa DOT considers a change to the TIP to be an administrative modification, the Des Moines Area MPO would conduct a thorough review of the proposed administrative modification and would process the revision administratively by notifying the Iowa DOT, FHWA, and FTA.



## **Redemonstration of Fiscal Constraint**

The Iowa DOT is required to ensure that the STIP is fiscally constrained not only at the time of approval but also throughout the fiscal year. As part of the draft STIP process the DOT adjusts its federal aid participation to utilize all remaining federal funds after local project sponsors have programmed their federal aid projects. Based on this approach, at the time of approval by FHWA and FTA, no additional federal aid funds are available to be added to the STIP and maintain fiscal constraint of the document.

In order to maintain fiscal constraint of the STIP document any revision to the STIP that adds a new federal aid project or increases a project's STIP limit will require that a corresponding change be made to another programming entry to ensure that the STIP remains fiscally constrained. The federal aid funds moved to make way for the additional programmed federal aid need to be of the same federal aid program type. This requirement pertains to both administrative modifications and amendments to the STIP and therefore also applies when moving projects up from the out years of the STIP. To facilitate the STIP approval process a programming note should be added to both TPMS entries noting the TPMS number of the other project.

The requirement to ensure fiscal constraint does not apply to accomplishment year projects that have been already programmed at their full federal aid participation rate (typically 80 percent) and whose programming entry is being adjusted based on an updated cost estimate.

## CHAPTER TWO

# Project Selection Procedures

The Des Moines Area MPO is responsible for selecting projects that use Surface Transportation Block Program (STBG) and Transportation Alternative Program (TAP) funding. When considering project requests for STBG or TAP funds, the MPO requires that projects be consistent with the goals of the MPO's *Mobilizing Tomorrow* plan. The project must be listed in the plan unless it is a project that primarily maintains and optimizes the transportation system, addresses deficient or obsolete bridges, or focuses on multi-modal transportation. Additionally, the MPO places primary emphasis upon metropolitan-wide transportation system improvement needs as identified in the Des Moines Area MPO's Long-Range Transportation Plan, how those needs impact the movement of people and goods throughout this metropolitan area, and how the requested project will have potential benefits and potential impacts on all communities in the Des Moines metropolitan area. .

All projects applying for Des Moines Area MPO STBG or TAP funding must be sponsored by one or more of the nineteen Des Moines Area MPO member governments, the Iowa DOT, or DART. Other entities in the Des Moines Area MPO MPA are eligible only with co-sponsorship by one of the organizations listed above. Additionally, all road project applying for Des Moines Area MPO STBG funding must be located on a federal-aid eligible route, bridges must be on the Structurally Deficient/Functionally Obsolete (SD/FO) list, and transit accommodations must be compliant with the DART 2035 plan. When applying for STBG or TAP funds, a sponsor must submit a resolution from that sponsor's council, board of supervisors, or similar governing body, guaranteeing the local funds for the STBG and TAP match and authorizing the project.

## Surface Transportation Program Project Selection

Funding of projects with STBG or TAP funds for inclusion in the Des Moines Area MPO's TIP shall be based on the following:

1. The Iowa DOT annually allocates STBG and TAP funds to the Des Moines Area MPO;
2. The Des Moines Area MPO shall identify and shall consider all proposed project funding sources available when considering project funding requests for Des Moines Area MPO STBG or TAP funds for a project's implementation;

3. Jurisdictions undertaking STBG and TAP projects must bear the initial expenditures of the project, and receive reimbursement for eligible expenditures, as defined by the Iowa DOT. The agreement with the Iowa DOT provides for reimbursement of up to 80 percent of the project cost, or a set amount, whichever is less. Design and engineering costs are generally incurred in the early stages of a project;
4. For roadway and TAP projects, the amount of funds expended for work other than direct construction or right-of-way acquisition costs must be covered by the amount of the contribution of local funds. Federal regulations generally require a minimum local match of 20 percent of the total project cost;
5. Each application for STBG and TAP funding must include a detailed breakdown of projected costs, including a summary of projected costs for work other than construction or right-of-way;
6. Funding within the various STBG project categories shall be based on the following percentages of the Des Moines Area MPO's annual STBG funds amount, which serve as recommended minimums, as follows;

**Figure 2.1: STBG Project Categories**

| STBG Funds:   | Percentage |
|---|------------|
| Roadway projects                                    | 0-60%      |
| Bridge repair/replacement                           | 15-75%     |
| Maintaining or optimizing the transportation system | 10-70%     |
| Transit   | 10-70%     |
| Flex category                                       | 5%         |

7. STBG and TAP funds shall be allocated to an individual project for a specific FFY in the TIP. For projects extending over multiple years for implementation, funds may be allocated to each of the necessary FFYs within the TIP to complete the requested project. However, projects are programmed into one FY, so while a project may have been allocated funding over multiple FFYs, the project will be programmed into a FY;
8. If the total amount of STBG or TAP funds received by the Des Moines Area MPO for any given FFY is less than the total amount of STBG or TAP funds allocated by the Des Moines Area MPO for that FFY, then the Des Moines Area MPO shall re-evaluate all of the projects funded for that FFY and reallocate STBG and TAP funds to those projects based upon the total amount of STBG and TAP funds actually available for that FFY, giving consideration to the higher ranking projects; and,

9. The Des Moines Area MPO shall fund a project not to exceed the STBG or TAP grant amount awarded, or the percentage of the awarded project cost, whichever is less, except for Contingency Fund procedures. Any STBG or TAP funds returned to the Des Moines Area MPO for this reason shall be included in the Des Moines Area MPO's next FFY STBG or TAP funding allocation.

## Project Scoring Process

A new priority ranking shall be established prior to the annual development of the Des Moines Area MPO's TIP, to re-rank projects previously submitted, but not approved, for STBG or TAP funding, as well as to rank any projects requesting STBG or TAP funding consideration for the first time.

Prior to review of new projects to be considered for STBG or TAP funding, the Des Moines Area MPO shall determine the status of all prior commitments. All projects previously approved and for which some part of STBG or TAP funds have been obligated shall receive priority consideration for future funding, except if reasonable progress towards completion is not maintained, as determined by the Des Moines Area MPO. However, the Des Moines Area MPO may reduce or eliminate multi-year funding commitments in response to revenue shortfalls, reductions in its STBG or TAP allocation, or new priorities.

The Des Moines Area MPO staff shall submit to the STBG Funding Subcommittee a technical ranking of individual project requests for Des Moines Area MPO STBG funding assistance. Des Moines Area MPO staff's recommendations for individual projects shall be used by the MPO in the MPO's decision-making process for assigning STBG funds to requesting transportation improvement projects. Des Moines Area MPO staff's recommendations shall be based on the project's ability to support achievement of the MPO's performance measure targets.

Once the MPO has selected projects for, the Des Moines Area MPO staff shall forward a letter to the recipients outlining the stipulations associated with acceptance of the Des Moines Area MPO's funds, including the need for the recipient to provide periodic updates on the project to the MPO.

When a jurisdiction changes the scope of a project after funds are awarded by the Des Moines Area MPO, the project must be reviewed again by the TTC and the STBG Funding Subcommittee to determine whether the change in project scope would have materially changed the original

prioritization ranking. Based on that determination, the STBG Funding Subcommittee will make a recommendation to the MPO Executive Committee, up to and including the withdrawal of Policy Committee approval for STBG funding for the project. This is the same process that may occur when a project does not make appropriate, scheduled progress, leading to recapture and reallocation of future funds previously designated for the project. The Des Moines Area MPO Executive Committee will, after due consideration, make a recommendation to the Des Moines Area MPO for a final decision. Immaterial changes that would not affect the original scoring of a project previously ranked and approved for Des Moines Area MPO funding may be permitted in the sound discretion of the Des Moines Area MPO Executive Director.

**The scoring criterion for STBG and TAP projects is located in Appendix C.**

## Highway Bridge Program Project Selection

The primary factor in Highway Bridge Program project selection is condition. Counties annually review the results from the bridge inspections and make funding decisions based on these reports. Other factors that are considered include traffic counts, freight movement, and detour lengths. For example, a bridge posted for weight limits that is on an important freight and farm goods route might be replaced before other bridge that are in worse condition but don't have a significant impact on traffic movements.

## Funding for Multi-Year Projects

STBG funds shall be allocated to an individual project for a specific fiscal year in the TIP. For projects extending over multiple years for implementation, funds may be allocated to each of the necessary fiscal years within the TIP to complete the requested projects. However, projects are programmed into one FY, so while a project may have been allocated funding over multiple FFYs, the project will be programmed into a FY.

## Additional Funding Availability

In the event that STBG or TAP funds that were previously awarded to transportation projects become available through the reduction of the reserve amount, or become available by an increase in a particular FFY's obligation limit, the following steps will be followed, in order, until the situation is sufficiently resolved. All project information will be updated and considered based on the scores but



no re-scoring of projects will take place. Projects currently in implementation will not be considered. Projects will be reviewed on a case-by-case basis and funded based upon need or by a proportion of the funds available.

For STBG Funds:

1. Additional funds will be offered to projects which were awarded funds yet were not fully funded.
2. Additional Award funds will be offered to projects which applied for funds but were not awarded funding.
3. Projects which have already been awarded funds, and which are programmed after the current program year in the TIP, will be considered for funding in the current program year if, upon review, the projects are ready to proceed with implementation.

#### **Termination of Funding: Considerations**

If a jurisdiction/agency's STBG funded project does not make satisfactory progress, does not follow the original scope of the project, or does not obligate the STBG funds provided within the year those funds were authorized by the MPO and noted for that project as previously documented, then the MPO may cancel the remaining STBG funding for that project and return those STBG funds for inclusion in the next fiscal year's STBG funding allocation for projects. Such action to cancel project funding shall be based on the following criteria:

1. The MPO strongly believes it necessary to maintain rapid turnover of funds and implementation of specific projects so as not to jeopardize the loss of any funding.
2. The MPO strongly encourages jurisdictions/agencies to have at least preliminary project plans completed prior to submitting a project for the MPO's consideration for funding.
3. The MPO strongly believes that such a stipulation shall cause jurisdictions/agencies to provide better and more accurate project cost estimates and detailed traffic and engineering data, enabling both the TTC and the MPO to evaluate a project's feasibility in a more detailed manner.

## **Interpretation**

When, and as necessary, the STBG Funding Subcommittee will exercise responsibility for interpreting the applicable *Guidelines*, subject to review and approval, disapproval, or modification by the Executive Committee, subject to review and approval, disapproval, or modification by the Policy Committee.

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## CHAPTER THREE

# Funding Programs

The following chapter summarized the various funding program available for projects in the Des Moines Area MPO's planning area.

## Surface Transportation Program

The purpose of the STBG is to provide flexible funding that may be used by localities for improvements on any Federal-aid highway, bridge projects on any public road, and intracity and intercity bus terminals and facilities. The STBG is also intended to provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities. The MPO established five STBG subcategories for improvements:

### Roadway Projects

Funding made available for street and highway projects.

### Bridge Repair/Replacement

Funding available for bridges deemed structurally-deficient or functional-obsolete.

### Maintaining or Optimizing the Transportation System

Funding set-aside to address the critical maintenance needs facing the region. This set aside does not fully address the overall maintenance need identified in Mobilizing Tomorrow, but is intended to be used in conjunction with local funds to assist communities with maintenance projects.

### Transit

Set-aside funding to assist DART with capital projects such as the purchase of buses and other infrastructure.

### Flex

The flex category reserves five percent of available STBG funds to be used on any eligible STBG use depending on the need in a given year.

## Transportation Alternatives Program

The purpose of the TAP is to provide funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The list of qualifying activities as identified in the Transportation Alternatives Program Guidance identified [http://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm), is intended to be exclusive, not illustrative. Only those activities listed are eligible TAP activities. Measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as Transportation Alternatives Programs. TAP projects are non-motorized transportation-related activities.

Transportation Alternative Program projects must have a relationship to surface transportation. Proximity to a roadway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Project sponsors should provide a clear and credible description of this relationship in their project's proposal. The focus is on a clear and credible description of how the proposed TAP project relates to the surface transportation system. Several questions should be asked:

1. In what way(s) is the project related to surface transportation through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?
3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s)?
5. When did the relationship(s) start and end or does the relationship(s) continue?
6. Is a relationship substantial enough to justify the investment of transportation funds?

The TAP guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship. The following application types generally have been considered ineligible by the FHWA, in cooperation with the Iowa DOT:

1. Surfacing or resurfacing of existing roads or construction of new roads;
2. Construction or surfacing of parking lots (unless trailhead parking lot);
3. Construction of low water crossings on roads;
4. Picnic shelters, picnic tables, grills (unless directly related to a trailhead);
5. Construction of new buildings (unless they are rest rooms or trailhead shelters in conjunction with trails that will accommodate bikes or pedestrians);
6. Mitigation or National Environmental Policy Act Section 106 documentation of a bridge replacement;
7. Applications without a public sponsor (city, State, or county agency);
8. Historic applications where the facility or structure is not eligible for the National Register of Historic Places (please review with the State Historic Preservation Office);
9. Historic preservation activities that do not demonstrate some significant historic connection with transportation system; and,
10. Normal environmental mitigation work.

## Federal Funding Programs

Some FHWA funds are distributed by statutory formulas, while other funds are “discretionary” (congressionally earmarked). The primary sources of FHWA formula funding to Iowa include:

**Congestion Mitigation and Air Quality Improvement Program (CMAQ):** CMAQ provides flexible funding for transportation projects and programs tasked with helping to meet the requirements of the Clean Air Act. These projects can include those that reduce congestion and improve air quality.

**Metropolitan Planning Program (PL):** FHWA provides funding for this program to the State of Iowa based on urbanized area population. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 persons.

**National Highway Performance Program (NHPP):** This program consolidates the National Highway System and the Interstate Maintenance Program into one program. NHPP expands the number of eligible roadway miles and funds may be used to construct



or improve NHS roadways, including some state highways, U.S. highways, and Interstates.

**STBG Highway Bridge Program (STBG-HBP):** While the Highway Bridge Program was eliminated in MAP-21, a portion of Iowa's STBG will continue to be targeted directly to counties and dedicated specifically to county bridge projects. A portion of these funds are required to be obligated for off-system bridges. The remaining funds can be used on either on-system or off-system bridges.

**Highway Safety Improvement Program (HSIP):** This is a core Federal-aid program that funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on public roads. Portions of these funds are set aside for use on high-risk rural roads and railway-highway crossings.

**Federal Lands Access Program (FLAP) and Tribal Transportation Program (TTP):** The FLAP Program provides funding for projects that improve access within, and to, federal lands. The FLAP funding will be distributed through a grant process where a group of FHWA, Iowa DOT, and local government representatives will solicit, rank, and select projects to receive funding. The TTP provides safe and adequate transportation and public road access to and within Indian reservations and Indian lands. Funds are distributed based on a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology.

**Demonstration Funding (DEMO):** Demonstration funding is a combination of different programs and sources. The FHWA administers discretionary programs through various offices representing special funding categories. An appropriation bill provides money to a discretionary program, through special congressionally directed appropriations or through legislative acts, such as the American recovery and Reinvestment Act of 2009 (ARRA).

**State Planning and Research (SPR):** SPR funds are available to fund statewide planning and research activities. A portion of SPR funds are provided to RPAs to support transportation planning efforts.

**National Highway Freight Program (NHFP):** NHFP funds are distributed to states via a formula process and are targeted towards transportation projects that benefit freight movements.

**Surface Transportation Block Grant Program (STBG):** This program is designed to address specific issues identified by Congress and provides flexible funding for projects to preserve or improve the condition/performance of transportation facilities, including

any federal-aid highway or public road bridge. STBG funding may be utilized on:

- Roadway projects on federal-aid routes
- Bridge projects on any public road
- Transit capital improvements
- TAP eligible activities
- Planning activities

**Transportation Alternatives Setaside Program (TAP):** This program is a setaside from the STBG program. The TAP program provides funding to expand travel choices and improve the transportation experience. Transportation Alternatives Program projects improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, and the restoration of historic transportation facilities, among others. It is important to note that some types of projects eligible under the SAFETEA-LU program Transportation Enhancements are no longer eligible, or have modified eligibility, under the TAP. All projects programmed with TAP funds should be verified to ensure compatibility with TAP eligibility.

## State Funding Programs

In addition to the distribution of Federal-aid formula funds, the Iowa Department of Transportation administers several grant programs through application processes that need to be documented in the TIP. They include the following:

**Statewide Transportation Alternatives Programs:** Transportation Alternatives Program projects are intended to go beyond the normal mitigation of a transportation improvement project. Statewide Enhancement funds are made available through an application process for projects of statewide significance. Statewide Enhancement projects are categorized by Trail and Bicycle Facility, Historic and Archeological, and Scenic and Environmental projects.

**Recreational Trail Program:** This program provides federal funding for both motorized and nonmotorized trail projects and is funded through a takedown from Iowa's TAP funding. The decision to participate in this program is made annually by the Iowa Transportation Commission.

**Iowa Clean Air Attainment Program (ICAAP):** The ICAAP funds projects that are intended to maximize emission reductions through traffic flow improvements, reduced

vehicle-miles of travel, and reduced single-occupancy vehicle trips. This program utilizes \$4 million of Iowa's CMAQ apportionment.

**City Bridge Program:** A portion of STBG funding dedicated to local bridge projects is set aside for the funding of bridge projects within cities. Eligible projects need to be classified as structurally deficient or functionally obsolete. Projects are rated and prioritized by the Office of Local Systems with awards based upon criteria identified in the application process. Projects awarded grant funding are subject to a federal-aid obligation limitation of \$1 million.

**Highway Safety Improvement Program – Secondary (HSIP-Secondary):** This program is being funded using a portion of Iowa's Highway Safety Improvement Program and funds safety projects on rural roadways.

## Transit Funding Programs

Similar to the FHWA programs, the transit funding authorized by MAP 21 is managed in several ways. The largest amount is distributed to the states or to large metropolitan areas by formula. Other program funds are discretionary, and some are earmarked for specific projects. Program funds include the following:

**Metropolitan Planning Program (Section 5303 and 5305):** FTA provides funding for this program to the State based on its urbanized area populations. The funds are dedicated to support transportation planning projects in urbanized areas with more than 50,000 population.

**Statewide Transportation Planning Program (Section 5304 and 5305):** These funds come to the state based on population and are used to support transportation planning projects in non-urbanized areas. They are combined with the Section 5311 funds and allocated among Iowa's RPAs.

**Urbanized Area Formula Program (Section 5307):** FTA provides transit operating, planning, and capital assistance funds directly to local recipients in urbanized areas with populations between 50,000 and 200,000, based on population and density figures, plus transit performance factors for larger areas. Local recipients, for whom projects are programmed by the Des Moines Area MPO, must apply directly to the FTA.

**Capital Investment Program (Section 5309):** The transit discretionary program provides Federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this

program. In recent years, Congress has earmarked all of these funds for specific projects or geographic regions.

**Bus and Bus Facilities Program (5339):** This formula program provides federal assistance for major capital needs, such as fleet replacement and construction of transit facilities. All transit systems in the state are eligible for this program.

**Special Needs Program (Section 5310):** Funding is provided through this program to increase the mobility for the elderly and persons with disabilities. Part of the funding is administered along with the Non-Urbanized funding; another part is allocated among urbanized transit systems.

**Non-Urbanized Area Formula Program (Section 5311):** This program provides capital and operating assistance for rural and small urban transit systems. Fifteen percent of these funds are allocated to Intercity Bus projects. A portion of the funding is also allocated to support rural transit planning.

**Rural Transit Assistance Program (RTAP - Section 5311(b)(3)):** This funding is also used for statewide training events and to support transit funding fellowships for regional and small urban transit staff or planners.

**TAP Flexible Funds:** Certain Title 23 funds may be used for transit purposes. Transit capital assistance is an eligible use of STBG funds. Transit capital and start-up operating assistance is an eligible use of ICAAP funds. When ICAAP and STBG funds are programmed for transit projects, they are transferred to the FTA. The ICAAP funds are applied for and administered by the Office of Public Transit.

**State Transit Assistance (STA):** All public transit systems are eligible for funding. These funds can be used by the public transit system for operating, capital, or planning expenses related to the provision of open-to-the-public passenger transportation. The majority of the funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year.

- **STA Special Projects:** Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc. This funding is also used to mirror the RTAP to support individual transit training fellowships for large urban transit staff or planners.

- **STA Coordination Special Projects:** Funds provide assistance with startup of new services that have been identified as needs by health, employment, or human services agencies participating in the passenger transportation planning process.

**Public Transit Infrastructure Grant Fund:** This is a state program that can fund transit facility projects that involve new construction, reconstruction, or remodeling. To qualify, projects must include a vertical component.

### **FHWA Funding Transferred to FTA**

STBG funds designated for transit investments are required to be transferred from FHWA to FTA for administration. These projects must be programmed in the highway (FHWA) and transit (FTA) section of the TIP in the FFY they are to be transferred. The process is initiated with a letter from the RPA/MPO to the Iowa DOT's Office of Program Management and to the Office of Public Transit requesting the transfer of funds. The Office of Program Management will then review the request and submit it to FHWA for processing.

STBG funds used for planning efforts require projects to be included in the Des Moines Area MPO's *Unified Planning Work Program* and TIP. Funds will be transferred to a Consolidated Planning Grant by request of the Office of Systems Planning.

Finally, transit projects receiving awards through the ICAAP also require a transfer of funds. The process for these types of transfers is the same as transferring STBG funds for transit investments, except that no letter from the RPA/MPO requesting the transfer is required.



## CHAPTER FOUR

# Federal Fiscal Year 2017 Status Report

The following are status reports of all Federal-aid projects programmed to utilize FHWA or FTA funds in FFY 2017. The status of projects may include a notice of receiving Federal authorization, letting, canceling, rolling over, or scheduled letting before October 1, 2017.

**TABLE 4.1 City of Altoona**

| Fund Category | Project Number        | Location/Description   | TPMS  | Status         |
|---------------|-----------------------|--|-------|----------------|
| TAP           | STP-E-0132(619)—8V-77 | Gay Lea Wilson Trail East Extension: Just north of 8 <sup>th</sup> Ave SE and 1 <sup>st</sup> St E to approx. 275' south of I-80 | 25171 | Let March 2017 |

**TABLE 4.2 City of Ankeny**

| Fund Category | Project Number        | Location/Description  | TPMS  | Status            |
|---------------|-----------------------|---|-------|-------------------|
| CMAQ          | STP-A-0187()—22-77    | SE Oralabor Road & SE Delaware Avenue Roadway and Traffic Signal Improvements       | 35379 | Authorized        |
| STBG          | STP-U-0187(633)—70-77 | In the City of Ankeny, NE 36th Street: From US 69 east to Northeast Delaware Avenue | 22139 | Let November 2016 |

**TABLE 4.3 City of Clive**

| Fund Category | Project Number        | Location/Description  | TPMS  | Status     |
|---------------|-----------------------|---|-------|------------|
| CMAQ          | STP-A-1425(626)—86-77 | In the city of Clive, on US Highway 6, Highway 6 Adaptive Traffic Control System Implementation | 33896 | Authorized |

**TABLE 4.4 City of Des Moines**

| Fund Category | Project Number        | Location/Description  | TPMS  | Status            |
|---------------|-----------------------|---|-------|-------------------|
| CMAQ          | STP-A-1945(834)—86-77 | In the city of Des Moines, Traffic Signal System Timing Update - Phase 1  | 35371 | Authorized        |
| DEMO          | HDP-1945()—71-77      | E INDIANOLA AVE: From Easter Lake Drive to Army Post Road (Phase 4)   | 19934 | Let June 2016     |
| STBG          | STP-U-1945(796)—70-77 | In the City of Des Moines, PARK AVE: From Monarch Cement RR Tracks to SW 63rd Street  | 17785 | Let November 2016 |
| TAP           | TAP-T-1945(825)—8V-77 | EUCLID AVE: Highland Park Streetscape - Phase 2 - 6th Avenue to Cornell Street consisting of new sidewalks, vintage street lighting and flower pots | 18068 | Roll to FFY 2019  |

| Fund Category | Project Number        | Location/Description   | TPMS  | Status            |
|---------------|-----------------------|--|-------|-------------------|
| TAP           | TAP-T-1945(832)—8V-77 | In the city of Des Moines, 42nd Street Streetscape, from I-235 to Crocker Street | 27150 | Let February 2017 |

**TABLE 4.5 City of Grimes**

| Fund Category | Project Number      | Location/Description  | TPMS  | Status         |
|---------------|---------------------|---|-------|----------------|
| STBG-HBP      | BRM-3125(613)—8N-77 | In the city of Grimes, On North James Street over Little Beaver Creek | 35634 | Let March 2017 |

**TABLE 4.6 City of Johnston**

| Fund Category | Project Number        | Location/Description   | TPMS  | Status               |
|---------------|-----------------------|--|-------|----------------------|
| STBG          | STP-U-3827(616)—70-77 | NW 70 AVE, from 86 <sup>th</sup> St west 2600 feet                                       | 19363 | Letting October 2017 |
| TAP           | STP-E-3827(617)—8V-77 | In the city of Johnston, Northwest Beaver Drive Trail: NW 63rd Ct to Hyperion Field Club | 25180 | Let December 2016    |

**TABLE 4.7 Iowa Department of Transportation**

| Fund Category | Project Number          | Location/Description  | TPMS  | Status         |
|---------------|-------------------------|---|-------|----------------|
| NHPP          | IM-35()—13-77           | I-35: In Ankeny from N of Oralabor Rd to NE 36th St including bridge widening on E 1st St | 25356 | Let July 2017  |
| NHPP          | NHS—145()—11-77         | IA 415: NW 66TH AVE 2.1 MI N OF I-80 (REMOVE BRIDGE)                                      | 22077 | Underway (ROW) |
| NHPP          | NHS—6()—11-77           | US 6: I-35/80 TO E JCT IA 28 (STATE SHARE)  | 35437 | Let Jan 2017   |
| NHPP          | NHS-080-3(200)128—11-77 | On I-80 100th St Interchange, from East of US Highway 141 to West of 86th Street          | 35745 | Let Feb 2017   |
| PRF           | IMN—80()—0E-77          | I-80: E US 65 INTERCHANGE   | 35612 | Let Jan 2017   |
| PRF           | NHSN—160()—2R-77        | IA 160: IN ANKENY FROM PEACHTREE DR TO E OF I-35 (STATE SHARE)                            | 35438 | Let Dec 2016   |
| PRF           | NHSN--235()--2R-77      | I-235: W I-35/I-80 INTERCHANGE TO E I-35/I-80 INTERCHANGE                                 | 34097 | Let May 2017   |
| PRF           | IMN--35()--0E-77        | I-35: W JCT I-80 TO WRIGHT CO   | 35579 | Let May 2017   |
| PRF           | IMN--80()--0E-77        | I-80: E JCT I-35 TO JASPER CO   | 35580 | Let May 2017   |
| PRF           | BRFN--80()--39-77       | I-80: NE 80TH ST OVER I-80 2.8 MI E OF US 65  | 25297 | Let Feb 2017   |
| PRF           | BRFN--80()--39-77       | I-80: NE 96TH ST OVER I-80 4.8 MI E OF US 65  | 25298 | Let Feb 2017   |
| PRF           | BRFN--141()--39-77      | IA 141: IA 17 INTERCHANGE (EB)  | 29643 | Let March 2017 |
| PRF           | BRFN--141()--39-77      | IA 141: IA 17 INTERCHANGE (WB)  | 29644 | Let March 2017 |
| PRF           | BRFN--65()--39-77       | US 65: UP RR 0.3 MI N OF BONDURANT (NB & SB)  | 29647 | Let Nov 2016   |

| Fund Category | Project Number   | Location/Description                       | TPMS  | Status       |
|---------------|------------------|--|-------|--------------|
| STBG-HBP      | BRF--80()--38-77 | I-80: NW MORNINGSTAR DR 1.7 MI W OF IA 415 | 22071 | Let Jan 2017 |

**TABLE 4.8 MPO-26/DMAMPO**

| Fund Category | Project Number       | Location/Description                                      | TPMS  | Status     |
|---------------|----------------------|---|-------|------------|
| CMAQ          | STP-A-PA26()—86-77   | DART: Express Routes #92, #93, & #98 Service Improvements | 33907 | Authorized |
| PL            | RGPL-PA26(RTP)—PL-00 | VARIOUS: MPO Planning                                     | 1279  | Authorized |
| STBG          | RGTR-PA26()—ST-00    | DART: Vehicle Purchase                                    | 22143 | Authorized |
| STBG          | RGPL-PA26()—ST-77    | Transportation Management Association                     | 27146 | Authorized |
| TAP           | TAP-T-0187()--8V-77  | DART: BCycle Expansion 2020                               | 35370 | Authorized |

**TABLE 4.9 Pleasant Hill**

| Fund Category | Project Number        | Location/Description   | TPMS  | Status           |
|---------------|-----------------------|--|-------|------------------|
| STBG          | STP-U-6102(613)—70-77 | In the City of Pleasant Hill, Realign Pleasant Hill Blvd and Vandalia Rd Intersection and associated approach work | 34450 | Roll to FFY 2019 |

**TABLE 4.10 Polk County**

| Fund Category | Project Number         | Location/Description   | TPMS  | Status            |
|---------------|------------------------|--|-------|-------------------|
| STBG          | STP-S-C077(213)--5E-77 | On NW 66th Avenue: From Kempton Bridge west to NW Beaver Drive | 34148 | Let February 2017 |

**TABLE 4.11 City of Urbandale**

| Fund Category | Project Number         | Location/Description  | TPMS  | Status            |
|---------------|------------------------|---|-------|-------------------|
| STBG          | STP-U-7875(645)--70-77 | On Meredith from APX 400ft W of 142nd to 128th and 142nd from APX 500ft S of Meredith to APX 1300ft N of Meredith | 25175 | Let February 2017 |

**TABLE 4.12 City of Waukee**

| Fund Category | Project Number         | Location/Description   | TPMS  | Status     |
|---------------|------------------------|--|-------|------------|
| STBG          | STP-U-8177(619)--70-25 | In the city of Waukee, On ALICES RD, from University Avenue to approx. 425 ft north of SE Olson Drive, | 15879 | Authorized |

**TABLE 4.13 City of West Des Moines**

| Fund Category | Project Number         | Location/Description   | TPMS  | Status            |
|---------------|------------------------|--|-------|-------------------|
| CMAQ          | STP-A-8260(643)--86-77 | In the city of West Des Moines, Adaptive Traffic Signal Control System - East Area Traffic Network | 35380 | Letting July 2017 |

**TABLE 4.14 City of Windsor Heights**

| Fund Category | Project Number     | Location/Description  | TPMS  | Status           |
|---------------|--------------------|---|-------|------------------|
| STBG          | STP-U-8477()—70-77 | In the City of Windsor Heights, On University Avenue: from 73 <sup>rd</sup> street to 63 <sup>rd</sup> street | 33876 | Roll to FFY 2018 |

**TABLE 4.15 Des Moines Area Regional Transit Authority**

| Fund Type  | Description  | Expense    | Project Type | Status                   |
|------------|--|------------|--------------|--------------------------|
| 5310       | Subcontracted Paratransit Operations                               | Operations | Misc         | Grant in progress        |
| 5311       | Operations for Rural Services                                      | Operations | Misc         | Grant 2016-018-194-17    |
| 5339       | Seven 40' HD Buses w/Surv. & AVL (2002 Gilligs 22409-415)          | Capital    | Replacement  | Will try again in FY2018 |
| 5307       | ADA Paratransit  | Operations | Misc         | Grants in progress       |
| 5307       | Preventive Maintenance   | Operations | Misc         | Grants in progress       |
| 5307       | Admin/Maint. Facility Engineering and Design                       | Capital    | Replacement  | Grant in progress        |
| 5307       | Associated Transit Improvements                                    | Capital    | Replacement  | Grant in progress        |
| 5307       | Computer Hardware  | Capital    | Replacement  | Grants in progress       |
| 5307       | Computer Software  | Capital    | Replacement  | Grant in progress        |
| 5307       | Concrete Replacement/Rehab   | Capital    | Replacement  | Grant in progress        |
| 5307       | Facility Repairs/Renovations                                       | Capital    | Replacement  | Grant in progress        |
| 5307, 5310 | Five 27' MD Buses w/Surv. & AVL (7812-8212)                        | Capital    | Replacement  | Grant in progress        |
| STBG, 5307 | Four HD 35' Fixed-Route Buses w/Surv. & AVL (Trolleys 28447-28450) | Capital    | Replacement  | Grant in progress        |
| 5307       | Miscellaneous Equipment  | Capital    | Replacement  | Grant in progress        |
| 5307       | RideShare Vehicles (Repl/Exp)                                      | Capital    | Replacement  | Grant in progress        |
| 5307       | Security/Safety for Facility Improvements                          | Capital    | Replacement  | Grant in progress        |
| 5307       | Shop and Garage Equipment  | Capital    | Replacement  | Grant in progress        |
| 5307       | Support Vehicles   | Capital    | Replacement  | Grant in progress        |
| 5307       | Twenty Lease Buses - 20 (2015 Lease)                               | Capital    | Replacement  | Grant in progress        |
| 5309, 5339 | Two 40' HD Buses w/Surv. & AVL (22409 & 22410)                     | Capital    | Replacement  | Grant in progress        |

| Fund Type | Description                                   | Expense    | Project Type | Status                        |
|-----------|---|------------|--------------|-------------------------------|
| ICAAP     | Express Route Improvements for 92/93/98       | Operations | Expansion    | Grant in progress             |
| STA       | General Operations/Maintenance/Administration | Operations | Misc         | Pending Grant 2017-006-194-17 |
| STBG      | B-Cycle Expansion Project                     | Capital    | Expansion    | Annual Award                  |
| PTIG      | Facility Renovations                          | Capital    | Replacement  | Will try again in FY2018      |

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## Federal Highway Administration Projects

The first FFY in the FFY 2018-2021 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2018-2021) are listed together by funding program and in order of FFY. The MPO's program for FFY 2018-2021 contains 75 projects with a total cost of approximately \$426,931,000. Of the 75 projects in the MPO's program, 60 projects totaling \$393,946,000 are roadway transportation improvements. One project totaling \$14,000,000 are transit improvements, and fourteen projects totaling \$18,985,000 are bicycle and pedestrian improvements.

### Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts in \$1,000s by year, and Transportation Program Management System (TPMS) identification number are shown for each project within the different TIP funding categories. The TPMS identification number is a unique number given to each project included in the MPO's TIP.

Projects are listed in alphabetical order by county, then by city. Project funding amounts are listed by year and are listed in \$1,000s. Project Total refers to the total cost of the project. Federal-Aid refers to the amount of Federal-Aid the project has received. Regional FA (Federal-Aid) refers to the amount of Federal-Aid received from the MPO (i.e., STBG and TAP funds).

**Draft TIP (2018)**

(filtered)

# MPO-26 / DMAMPO

## 2018 - 2021 Transportation Improvement Program

| TPMS<br>Sponsor<br>Appr. Status                         | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S:T:R |               | Pgm'd Amounts in 1000's |       |       |       | Total  | STIP# |
|---|---|--------------------------|---------------|-------------------------|-------|-------|-------|--------|-------|
|   |   |                          |               | FY18                    | FY19  | FY20  | FY21  |        |       |
| STBG - Surface Transportation Block Grant Program       |   |                          |               |                         |       |       |       |        |       |
| Region Wide - 00  |   |                          |               |                         |       |       |       |        |       |
| 22143   | RGTR-PA260)--ST-00  | 0 MI                     | Project Total | 4,372                   | 3,256 | 3,569 | 2,803 | 14,000 |       |
| MPO-26 / DMAMPO   | DART: Vehicle Purchase  | --                       | Federal Aid   | 1,000                   | 1,300 | 1,350 | 1,400 | 5,050  |       |
| Submitted   | Transit Investments   | --                       | Regional FA   | 1,000                   | 1,300 | 1,350 | 1,400 | 5,050  | --    |
| Dallas - 25   |   |                          |               |                         |       |       |       |        |       |
| 33872   | STP-U-8177(621)--70-25 DOT Letting: 01/17/2018  | 0                        | Project Total | 7,750                   | 0     | 0     | 0     | 7,750  |       |
| Waukee  | On Alice's Road, from approx. 400 feet north of Olson Drive to approx. 1,000 feet north of Hickman Road | --                       | Federal Aid   | 1,400                   | 0     | 0     | 0     | 1,400  |       |
| Submitted   | Pavement Widening,Pavement Rehab  | --                       | Regional FA   | 1,400                   | 0     | 0     | 0     | 1,400  | --    |
| 35377   | STP-U-82600)--70-25   | 0                        | Project Total | 0                       | 0     | 6,900 | 0     | 6,900  |       |
| West Des Moines   | In the city of West Des Moines, Grand Avenue  | --                       | Federal Aid   | 0                       | 0     | 2,253 | 0     | 2,253  |       |
| Submitted   | Widening: from 1st Street to 6th Street<br>Grade and Pave   | --                       | Regional FA   | 0                       | 0     | 2,253 | 0     | 2,253  | --    |
| PA NOTE: STBG funding limit: \$2,252,550                |   |                          |               |                         |       |       |       |        |       |
| 36681   | STP-U-78750)--70-25   | 0                        | Project Total | 0                       | 0     | 0     | 7,180 | 7,180  |       |
| Urbandale   | In the city of Urbandale, 170th Street (Alice's Road):  | --                       | Federal Aid   | 0                       | 0     | 0     | 600   | 600    |       |
| Submitted   | Meredith Drive to Waterford Road<br>Pavement Rehab,Traffic Signals,Pavement Markings                    | --                       | Regional FA   | 0                       | 0     | 0     | 600   | 600    | --    |
| Polk - 77   |   |                          |               |                         |       |       |       |        |       |
| 29684   | STP-U-1945(838)--70-77 DOT Letting: 01/17/2018  | 0                        | Project Total | 8,000                   | 0     | 0     | 0     | 8,000  |       |
| Des Moines  | Locust Street Bridge, Over Des Moines River   | --                       | Federal Aid   | 1,000                   | 0     | 0     | 0     | 1,000  |       |
| Submitted   | Bridge Replacement  | --                       | Regional FA   | 1,000                   | 0     | 0     | 0     | 1,000  | --    |
| 35373   | STP-U-1945(839)--70-77 DOT Letting: 01/17/2018  | 0                        | Project Total | 14,000                  | 0     | 0     | 0     | 14,000 |       |
| Des Moines  | In the city of Des Moines, Downton Bridges  | --                       | Federal Aid   | 9,500                   | 0     | 0     | 0     | 9,500  |       |
| Submitted   | Rehabilitation "Bridges to Opportunity" (Court Ave, SW 1st, and Scott Ave)<br>Bridge Rehabilitation     | --                       | Regional FA   | 1,500                   | 0     | 0     | 0     | 1,500  | --    |
| PA NOTE: Project includes \$8,000,000 of Tiger funding. |   |                          |               |                         |       |       |       |        |       |
| 22138   | STP-U-3125(614)--70-77 DOT Letting: 03/20/2018  | 0.782 MI                 | Project Total | 5,100                   | 0     | 0     | 0     | 5,100  |       |
| Grimes  | In the city of Grimes, On SE 37th Street, from Iowa 141 east approx. 1,500ft                            | --                       | Federal Aid   | 1,100                   | 0     | 0     | 0     | 1,100  |       |
| Submitted   | Pavement Rehab/Widen  | --                       | Regional FA   | 1,100                   | 0     | 0     | 0     | 1,100  | --    |

| TPMS<br>Sponsor<br>Appr. Status | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S.T.R |               | Pgm'd Amounts in 1000's |      |      |      | Total | STIP# |
|---------------------------------|--|--------------------------|---------------|-------------------------|------|------|------|-------|-------|
|                                 |  |                          |               | FY18                    | FY19 | FY20 | FY21 |       |       |
| Polk - 77 (continued)           |  |                          |               |                         |      |      |      |       |       |
| 25174<br>Grimes                 | <b>STP-U-3125(615)--70-77 DOT Letting: 03/20/2018</b><br>In the city of Grimes, On Southeast 37th Street<br>Widening and Reconstruction, from Iowa 141 approx.<br>1,500ft west<br>Grade and Pave,Right of Way,Ped/Bike Miscellaneous | 0                        | Project Total | 3,600                   | 0    | 0    | 0    | 3,600 |       |
|                                 |  | --                       | Federal Aid   | 700                     | 0    | 0    | 0    | 700   |       |
|                                 |  | --                       | Regional FA   | 700                     | 0    | 0    | 0    | 700   | --    |
| 33868<br>Grimes                 | <b>STP-U-3125(616)--70-77 DOT Letting: 03/20/2018</b><br>SE 37 and S James St: app. 1,000ft N, app. 1,800ft S,<br>app. 1,800ft E, and app. 500ft W of intersection<br>Pavement Widening,Traffic Signals,Right of Way                 | 0                        | Project Total | 1,200                   | 0    | 0    | 0    | 1,200 |       |
|                                 |  | --                       | Federal Aid   | 500                     | 0    | 0    | 0    | 500   |       |
|                                 |  | --                       | Regional FA   | 500                     | 0    | 0    | 0    | 500   | --    |
| 36677<br>MPO-26 / DMAMPO        | <b>STP-PA26()--2C-77</b><br>Pavement Rehabilitation on US6/Merle Hay Road:<br>Hickman Road to Douglas Avenue<br>Pavement Rehab   | 0                        | Project Total | 750                     | 0    | 0    | 0    | 750   |       |
|                                 |  | --                       | Federal Aid   | 250                     | 0    | 0    | 0    | 250   |       |
|                                 |  | --                       | Regional FA   | 250                     | 0    | 0    | 0    | 250   | --    |
| 27146<br>MPO-26 / DMAMPO        | <b>RGPL-PA26()--ST-77</b><br>Transportation Management Association<br>Miscellaneous,Ped/Bike Miscellaneous,Transit Investments   | 0                        | Project Total | 119                     | 119  | 119  | 119  | 476   |       |
|                                 |  | --                       | Federal Aid   | 95                      | 95   | 95   | 95   | 380   |       |
|                                 |  | --                       | Regional FA   | 95                      | 95   | 95   | 95   | 380   | --    |
| 22141<br>Mitchellville          | <b>STP-U-5137()--70-77</b><br>In the City of Mitchellville, Cotton Ave: From I-80 to<br>Mill Street SW<br>Grade and Pave   | 0.98 MI                  | Project Total | 2,457                   | 0    | 0    | 0    | 2,457 |       |
|                                 |  | --                       | Federal Aid   | 400                     | 0    | 0    | 0    | 400   |       |
|                                 |  | --                       | Regional FA   | 400                     | 0    | 0    | 0    | 400   | --    |
| 34149<br>Polk CRD               | <b>STP-S-C077(217)--5E-77 DOT Letting: 11/21/2017</b><br>On NW 66th Avenue: From Kempton Bridge east to<br>NW 26th St<br>Grade and Pave,Pavement Widening  | 0                        | Project Total | 7,900                   | 0    | 0    | 0    | 7,900 |       |
|                                 |  | --                       | Federal Aid   | 4,000                   | 0    | 0    | 0    | 4,000 |       |
|                                 |  | --                       | Regional FA   | 4,000                   | 0    | 0    | 0    | 4,000 | --    |
| 33871<br>Urbandale              | <b>STP-U-7875()--70-77</b><br>On 86th Street: Aurora Avenue to the north ramps of the<br>I-35/80 interchange<br>Pavement Rehab   | 0                        | Project Total | 2,000                   | 0    | 0    | 0    | 2,000 |       |
|                                 |  | --                       | Federal Aid   | 500                     | 0    | 0    | 0    | 500   |       |
|                                 |  | --                       | Regional FA   | 500                     | 0    | 0    | 0    | 500   | --    |
| 33876<br>Windsor Heights        | <b>STP-U-8477()--70-77</b><br>In the city of Windsor Heights, On University Avenue:<br>from 73rd street to 63rd Street<br>Ped/Bike Paving  | 0                        | Project Total | 800                     | 0    | 0    | 0    | 800   |       |
|                                 |  | --                       | Federal Aid   | 231                     | 0    | 0    | 0    | 231   |       |
|                                 |  | --                       | Regional FA   | 231                     | 0    | 0    | 0    | 231   | --    |

| TPMS<br>Sponsor<br>Appr. Status    | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S.T.R |                              | Pgm'd Amounts in 1000's |                 |                 |        | Total           | STIP# |
|------------------------------------|---|--------------------------|------------------------------|-------------------------|-----------------|-----------------|--------|-----------------|-------|
|                                    |   |                          |                              | FY18                    | FY19            | FY20            | FY21   |                 |       |
| Polk - 77 (continued)              |   |                          |                              |                         |                 |                 |        |                 |       |
| 36671<br>Ankeny                    | <b>STP-U-0187)--70-77</b><br>On NE 54th Street approx. 531 ft west of NE Briarwood Dr   | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 925<br>400      | 0<br>0          | 0<br>0 | 925<br>400      |       |
| Submitted                          | Bridge Replacement  | --                       | Regional FA                  | 0                       | 400             | 0               | 0      | 400             | --    |
| 33863<br>Des Moines                | <b>STP-U-1945)--70-77</b><br>On E 29th Street: Easton Blvd to Euclid Avenue   | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 750<br>500      | 0<br>0          | 0<br>0 | 750<br>500      |       |
| Submitted                          | Pavement Rehab  | --                       | Regional FA                  | 0                       | 500             | 0               | 0      | 500             | --    |
| 33879 [NBIS: 040770]<br>Des Moines | <b>STP-U-1945(833)--70-77 DOT Letting: 06/19/2018</b><br>In the city of Des Moines, On E 30th St Viaduct over UPRR, from Dean Avenue to Raccoon Street                      | 0.406<br>040770          | Project Total<br>Federal Aid | 0<br>0                  | 5,900<br>2,000  | 0<br>0          | 0<br>0 | 5,900<br>2,000  |       |
| Submitted                          | Bridge Rehabilitation   | --                       | Regional FA                  | 0                       | 1,000           | 0               | 0      | 1,000           | --    |
| 34450<br>Pleasant Hill             | <b>STP-U-6102(613)--70-77 DOT Letting: 10/17/2017</b><br>In the City of Pleasant Hill, Realign Pleasant Hill Blvd and Vandalia Rd Intersection and associated approach work | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 12,932<br>7,932 | 0<br>0          | 0<br>0 | 12,932<br>7,932 |       |
| Submitted                          | Grade and Pave,Right of Way,Salvage and Removal   | --                       | Regional FA                  | 0                       | 7,932           | 0               | 0      | 7,932           | --    |
| 33880 [NBIS: 040480]<br>Polk CRD   | <b>STP-S-C077(218)--5E-77 DOT Letting: 10/16/2018</b><br>On NE 46th Avenue BR 6709, approx. 0.13 miles west of NE 108 Street  | 0<br>040480              | Project Total<br>Federal Aid | 0<br>0                  | 1,240<br>765    | 0<br>0          | 0<br>0 | 1,240<br>765    |       |
| Submitted                          | Bridge Replacement  | --                       | Regional FA                  | 0                       | 765             | 0               | 0      | 765             | --    |
| 35368<br>Ankeny                    | <b>STP-U-0187)--70-77</b><br>In the city of Ankeny, On West First Street, from SW Scott Street to Ankeny Boulevard  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0          | 4,850<br>1,350  | 0<br>0 | 4,850<br>1,350  |       |
| Submitted                          | Pave  | --                       | Regional FA                  | 0                       | 0               | 1,350           | 0      | 1,350           | --    |
| 25172<br>Des Moines                | <b>STP-U-1945)--70-77</b><br>In the City of Des Moines, East Douglas Avenue Widening: From East 42nd Street to East 56th Street   | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0          | 50,000<br>3,000 | 0<br>0 | 50,000<br>3,000 |       |
| Submitted                          | Grade and Pave,Pavement Widening,Right of Way   | --                       | Regional FA                  | 0                       | 0               | 3,000           | 0      | 3,000           | --    |
| 27142<br>Des Moines                | <b>STP-U-1945)--70-77</b><br>On 2nd Avenue Bridge, Over Des Moines River  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0          | 4,000<br>1,000  | 0<br>0 | 4,000<br>1,000  |       |
| Submitted                          | Bridge Rehabilitation   | --                       | Regional FA                  | 0                       | 0               | 1,000           | 0      | 1,000           | --    |
| 35372<br>Des Moines                | <b>STP-U-1945)--70-77</b><br>On University Avenue, from 56th street to 48th street  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0          | 850<br>500      | 0<br>0 | 850<br>500      |       |
| Submitted                          | Pavement Rehab  | --                       | Regional FA                  | 0                       | 0               | 500             | 0      | 500             | --    |



| TPMS<br>Sponsor<br>Appr. Status | Project #<br>Location<br>Funding Program             | Length<br>FHWA#<br>S:T:R |               | Pgm'd Amounts in 1000's |      |       |        | Total  | STIP# |
|---------------------------------|--|--------------------------|---------------|-------------------------|------|-------|--------|--------|-------|
|                                 |  |                          |               | FY18                    | FY19 | FY20  | FY21   |        |       |
| Polk - 77 (continued)           |  |                          |               |                         |      |       |        |        |       |
| 35378                           | STP-PA26()--2C-77                                    | 0                        | Project Total | 0                       | 0    | 5,000 | 0      | 5,000  |       |
| MPO-26 / DMAMPO                 | On IA-415, from Euclid Avenue to NE Packard Way      | --                       | Federal Aid   | 0                       | 0    | 500   | 0      | 500    |       |
| Submitted                       | Pavement Rehab/Widen                                 | --                       | Regional FA   | 0                       | 0    | 500   | 0      | 500    | --    |
| PA NOTE: DOT project on IA 415  |  |                          |               |                         |      |       |        |        |       |
| 34814 [NBIS: 281380]            | STP-S-C077(BR5412)--5E-77                            | 0                        | Project Total | 0                       | 0    | 763   | 0      | 763    |       |
| Polk CRD                        | On NE 3RD ST, Over CREEK, North of NE 46 Ave         | 281380                   | Federal Aid   | 0                       | 0    | 450   | 0      | 450    |       |
| Submitted                       | Bridge Replacement                                   | --                       | Regional FA   | 0                       | 0    | 450   | 0      | 450    | --    |
| 34815                           | STP-S-C077(HMA-3-Aur)--5E-77                         | 2.236                    | Project Total | 0                       | 0    | 602   | 0      | 602    |       |
| Polk CRD                        | On NE 3RD ST, from NE Aurora Ave to NE 60 Ave        | --                       | Federal Aid   | 0                       | 0    | 300   | 0      | 300    |       |
| Submitted                       | Pavement Rehab                                       | --                       | Regional FA   | 0                       | 0    | 300   | 0      | 300    | --    |
| 33859                           | STP-U-0132()--70-77                                  | 0                        | Project Total | 0                       | 0    | 0     | 4,170  | 4,170  |       |
| Altoona                         | 8th Street SW Reconstruction: US 65 to Venbury Drive | --                       | Federal Aid   | 0                       | 0    | 0     | 2,770  | 2,770  |       |
| Submitted                       | Pavement Rehab,Ped/Bike Paving                       | --                       | Regional FA   | 0                       | 0    | 0     | 2,770  | 2,770  | --    |
| 36674                           | STP-U-1945()--70-77                                  | 0                        | Project Total | 0                       | 0    | 0     | 2,250  | 2,250  |       |
| Des Moines                      | Ingersoll Avenue Reconstruction                      | --                       | Federal Aid   | 0                       | 0    | 0     | 500    | 500    |       |
| Submitted                       | Pavement Rehab                                       | --                       | Regional FA   | 0                       | 0    | 0     | 500    | 500    | --    |
| 36675                           | STP-U-1945()--70-77                                  | 0                        | Project Total | 0                       | 0    | 0     | 10,000 | 10,000 |       |
| Des Moines                      | In the city of Des Moines, Walnut Street Bridge      | --                       | Federal Aid   | 0                       | 0    | 0     | 2,000  | 2,000  |       |
| Submitted                       | Bridge Replacement                                   | --                       | Regional FA   | 0                       | 0    | 0     | 2,000  | 2,000  | --    |
| 27144                           | STP-U-1945()--70-77                                  | 0                        | Project Total | 0                       | 0    | 0     | 6,250  | 6,250  |       |
| Des Moines                      | On Indianola Avenue Widening, from East Army Post    | --                       | Federal Aid   | 0                       | 0    | 0     | 3,000  | 3,000  |       |
| Submitted                       | Road to U.S. 69                                      | --                       | Regional FA   | 0                       | 0    | 0     | 3,000  | 3,000  | --    |
| 36680                           | STP-S-C077()--5E-77                                  | 0                        | Project Total | 0                       | 0    | 0     | 1,742  | 1,742  |       |
| Polk CRD                        | Replacement of Bridge No. 4261 on NE 82nd Avenue     | --                       | Federal Aid   | 0                       | 0    | 0     | 900    | 900    |       |
| Submitted                       | Bridge Replacement                                   | --                       | Regional FA   | 0                       | 0    | 0     | 900    | 900    | --    |
| 34816                           | STP-S-C077(NW 26 St)--5E-77                          | 1.424                    | Project Total | 0                       | 0    | 0     | 6,750  | 6,750  |       |
| Polk CRD                        | On NW 26TH ST, from NW 66 Ave to Hwy 415             | --                       | Federal Aid   | 0                       | 0    | 0     | 1,750  | 1,750  |       |
| Submitted                       | Pavement Rehab                                       | --                       | Regional FA   | 0                       | 0    | 0     | 1,750  | 1,750  | --    |
| Warren - 91                     |  |                          |               |                         |      |       |        |        |       |
| 36673                           | STP-U-1105()--70-91                                  | 0                        | Project Total | 3,249                   | 0    | 0     | 0      | 3,249  |       |
| Carlisle                        | Scotch Ridge Road and Highway 5 intersection south   | --                       | Federal Aid   | 737                     | 0    | 0     | 0      | 737    |       |
| Submitted                       | approx. 1,250 feet southwest                         | --                       | Regional FA   | 737                     | 0    | 0     | 0      | 737    | --    |
|                                 | Pavement Rehab,Traffic Signals                       | --                       |               |                         |      |       |        |        |       |

| TPMS<br>Sponsor<br>Appr. Status  | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S.T.R |                              | Pgm'd Amounts in 1000's |                  |                  |                  | Total            | STIP# |
|--|---|--------------------------|------------------------------|-------------------------|------------------|------------------|------------------|------------------|-------|
|  |   |                          |                              | FY18                    | FY19             | FY20             | FY21             |                  |       |
| STBG-HBP - Surface Transportation Block Grant Program - Bridge Program |   |                          |                              |                         |                  |                  |                  |                  |       |
| Polk - 77  |   |                          |                              |                         |                  |                  |                  |                  |       |
| 36678 [NBIS: 281180]<br>Polk CRD                                       | <b>BROS-C077(216)--8J-77 DOT Letting: 12/19/2017</b><br>On NE Berwick Drive, Over UPRR, S of NE 70th Avenue | 0<br>281180              | Project Total<br>Federal Aid | 950<br>190              | 0<br>0           | 0<br>0           | 0<br>0           | 950<br>190       |       |
| Submitted  | Bridge Replacement  | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| 36679<br>Polk CRD  | <b>BROS-C077(0)--8J-77</b><br>On NE Frisk Drive, over Deer Creek, from north of NE 94th Avenue              | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0           | 0<br>0           | 600<br>420       | 600<br>420       |       |
| Submitted  | Bridge Replacement  | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| NHPP - National Highway Performance Program                            |   |                          |                              |                         |                  |                  |                  |                  |       |
| Dallas - 25  |   |                          |                              |                         |                  |                  |                  |                  |       |
| 34007<br>DOT-D04-MPO26   | <b>IMX--80(0)--02-25</b><br>I-80: CO RD P53/F60 TO 60TH ST IN WEST DES MOINES (EB)                          | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 2,123<br>1,911   | 0<br>0           | 0<br>0           | 2,123<br>1,911   |       |
| Submitted  | Grade and Pave  | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| Polk - 77  |   |                          |                              |                         |                  |                  |                  |                  |       |
| 34090<br>DOT-D01-MPO26   | <b>IM--80(0)--13-77</b><br>I-80: NB I-35/80 TO WB IA 141 RAMP IN URBANDALE                                  | 0 MI<br>--               | Project Total<br>Federal Aid | 840<br>0                | 24,902<br>22,412 | 23,750<br>21,375 | 250<br>0         | 49,742<br>43,787 |       |
| Submitted  | Grade and Pave,Bridge New,Grading   | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| 36712<br>DOT-D01-MPO26   | <b>IM-NHS--35(0)--03-77</b><br>I-35: IN ANKENY FROM N OF ORALABOR RD TO NE 36TH ST                          | 0 MI<br>--               | Project Total<br>Federal Aid | 15,714<br>14,143        | 13,533<br>12,180 | 20,195<br>18,176 | 285<br>0         | 49,727<br>44,499 |       |
| Submitted  | Grade and Pave,Bridge Replacement,Bridge Widening   | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| 36714<br>DOT-D01-MPO26   | <b>NHS--80(0)--11-77</b><br>I-80: 100TH ST IN URBANDALE   | 0 MI<br>--               | Project Total<br>Federal Aid | 7,721<br>6,949          | 0<br>0           | 0<br>0           | 0<br>0           | 7,721<br>6,949   |       |
| Submitted  | Pave  | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| 35581<br>DOT-D01-MPO26   | <b>IMX--80(0)--02-77</b><br>I-80: DES MOINES RIVER 1.6 MI E OF IA 28  | 0 MI<br>--               | Project Total<br>Federal Aid | 0<br>0                  | 21,200<br>19,080 | 0<br>0           | 0<br>0           | 21,200<br>19,080 |       |
| Submitted  | Bridge Widening   | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| 22077 [NBIS: 041080]<br>DOT-D01-MPO26                                  | <b>BRF--415(0)--38-77</b><br>IA 415: NW 66TH AVE 2.1 MI N OF I-80 (REMOVE BRIDGE)                           | 0 MI<br>041080           | Project Total<br>Federal Aid | 0<br>0                  | 9,158<br>7,327   | 0<br>0           | 0<br>0           | 9,158<br>7,327   |       |
| Submitted  | Grade and Pave,Traffic Signals  | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |
| 36713<br>DOT-D01-MPO26   | <b>NHSX--69(0)--3H-77</b><br>US 69: I-80 TO SE 33RD ST IN ANKENY  | 0 MI<br>--               | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0           | 1,745<br>0       | 17,000<br>13,600 | 18,745<br>13,600 |       |
| Submitted  | Grade and Pave,Traffic Signals,Right of Way   | --                       | Regional FA                  | 0                       | 0                | 0                | 0                | 0                | --    |

| TPMS<br>Sponsor<br>Appr. Status                        | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S.T.R |                              | Pgm'd Amounts in 1000's |        |              |            | Total        | STIP# |
|--|--|--------------------------|------------------------------|-------------------------|--------|--------------|------------|--------------|-------|
|  |  |                          |                              | FY18                    | FY19   | FY20         | FY21       |              |       |
| STBG - STP funded TAP projects - Pop. 200,000+         |  |                          |                              |                         |        |              |            |              |       |
| Polk - 77  |  |                          |                              |                         |        |              |            |              |       |
| 27149<br>Ankeny  | TAP-T-0187)--8V-77<br>NE Delaware Avenue Trail Connection, from NE 18th Street to NE 22nd Street (along west side of NE Delaware Ave)    | 0<br>--                  | Project Total<br>Federal Aid | 1,000<br>150            | 0<br>0 | 0<br>0       | 0<br>0     | 1,000<br>150 |       |
| Submitted  | Ped/Bike Grade & Pave  | --                       | Regional FA                  | 150                     | 0      | 0            | 0          | 150          | --    |
| 35369<br>Ankeny  | TAP-T-0187)--8V-77<br>High Trestle Trail Extension, from SW Ordnance Road to SE Magazine Road  | 0<br>--                  | Project Total<br>Federal Aid | 1,560<br>100            | 0<br>0 | 0<br>0       | 0<br>0     | 1,560<br>100 |       |
| Submitted  | Ped/Bike Grade & Pave  | --                       | Regional FA                  | 100                     | 0      | 0            | 0          | 100          | --    |
| STBG - STP funded TAP projects - Pop. 5,000 - 200,000  |  |                          |                              |                         |        |              |            |              |       |
| Warren - 91  |  |                          |                              |                         |        |              |            |              |       |
| 35375<br>Norwalk                                       | TAP-U-5587)--8I-91<br>Great Western Trail Along 50th Avenue, from Beardsley Street to Countyline Road                                    | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0 | 1,198<br>100 | 0<br>0     | 1,198<br>100 |       |
| Submitted  | Ped/Bike Grade & Pave  | --                       | Regional FA                  | 0                       | 0      | 100          | 0          | 100          | --    |
| 36682<br>Warren CRD                                    | TAP-U-C091)--8I-91<br>Greenfield Plaza Safe Routes to School: Palomino Parkway to East County Line Road                                  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0 | 0<br>0       | 240<br>192 | 240<br>192   |       |
| Submitted  | Ped/Bike ROW, Ped/Bike Grade & Pave  | --                       | Regional FA                  | 0                       | 0      | 0            | 192        | 192          | --    |
| TAP - Transportation Alternatives                      |  |                          |                              |                         |        |              |            |              |       |
| Polk - 77  |  |                          |                              |                         |        |              |            |              |       |
| 25421<br>Bondurant                                     | SRTS-U-0747(609)--8U-77 DOT Letting: 10/20/2020<br>In the City of Bondurant, US 65/Lincoln Street: Pedestrian/Bicycle Underpass          | 0.106<br>--              | Project Total<br>Federal Aid | 1,626<br>330            | 0<br>0 | 0<br>0       | 0<br>0     | 1,626<br>330 |       |
| Submitted  | Ped/Bike Miscellaneous   | --                       | Regional FA                  | 250                     | 0      | 0            | 0          | 250          | --    |
| DOT NOTE: This project received a SRTS award of 80,000 |  |                          |                              |                         |        |              |            |              |       |
| 22146<br>Des Moines                                    | TAP-T-1945(835)--8V-77 DOT Letting: 11/21/2017<br>In the city of Des Moines, 6th Avenue Streetscape Ph 1: College Avenue to Hickman Road | 1.176 MI<br>--           | Project Total<br>Federal Aid | 3,200<br>600            | 0<br>0 | 0<br>0       | 0<br>0     | 3,200<br>600 |       |
| Submitted  | Scenic or Historic Hwy.  | --                       | Regional FA                  | 600                     | 0      | 0            | 0          | 600          | --    |
| 35370<br>MPO-26 / DMAMPO                               | TAP-T-0187)--8V-77<br>DART: BCycle Expansion 2020  | 0<br>--                  | Project Total<br>Federal Aid | 282<br>215              | 0<br>0 | 0<br>0       | 0<br>0     | 282<br>215   |       |
| Submitted  | Ped/Bike Miscellaneous   | --                       | Regional FA                  | 215                     | 0      | 0            | 0          | 215          | --    |
| 27154<br>Urbandale                                     | TAP-T-7875(649)--8V-77 DOT Letting: 11/21/2017<br>In the city of Urbandale, Walnut Creek Trail, from 156th Street to Waterford Road      | 0<br>--                  | Project Total<br>Federal Aid | 554<br>275              | 0<br>0 | 0<br>0       | 0<br>0     | 554<br>275   |       |
| Submitted  | Ped/Bike Grade & Pave  | --                       | Regional FA                  | 275                     | 0      | 0            | 0          | 275          | --    |
| PA NOTE: TAP funding limit: \$92,961                   |  |                          |                              |                         |        |              |            |              |       |

| TPMS<br>Sponsor<br>Appr. Status  | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S:T:R |                              | Pgm'd Amounts in 1000's |                |              |        | Total          | STIP# |
|--|--|--------------------------|------------------------------|-------------------------|----------------|--------------|--------|----------------|-------|
|  |  |                          |                              | FY18                    | FY19           | FY20         | FY21   |                |       |
| Polk - 77 (continued)  |  |                          |                              |                         |                |              |        |                |       |
| 15867<br>Des Moines  | <b>STP-E-1945()--8V-77</b><br>Ingersoll Avenue - Phase II: Implement pedestrian safety, traffic calming, and streetlight component and related streetscape improvements                                      | 1.712 MI<br>--           | Project Total<br>Federal Aid | 0<br>0                  | 2,100<br>518   | 0<br>0       | 0<br>0 | 2,100<br>518   |       |
| Submitted  | Scenic or Historic Hwy.  | --                       | Regional FA                  | 0                       | 518            | 0            | 0      | 518            | --    |
| 18068<br>Des Moines  | <b>TAP-T-1945(825)--8V-77 DOT Letting: 12/19/2017</b><br>EUCLID AVE: Highland Park Streetscape - Phase 2 - 6th Avenue to Cornell Street consisting of new sidewalks, vintage street lighting and flower pots | 0.5 MI<br>--             | Project Total<br>Federal Aid | 0<br>0                  | 1,900<br>478   | 0<br>0       | 0<br>0 | 1,900<br>478   |       |
| Submitted  | Ped/Bike Miscellaneous   | 0:0:0                    | Regional FA                  | 0                       | 478            | 0            | 0      | 478            | --    |
| <b>PA NOTE:</b> Awarded \$228,000 in FFY 2014 TAP funds; \$150,000 in FFY 2015 TAP funds; \$100,000 in FFY 2017 TAP funds. FFY 2014 & 2015 funds rolled to FFY 2017. |  |                          |                              |                         |                |              |        |                |       |
| 27151<br>Des Moines  | <b>STP-E-1945()--8V-77</b><br>In the city of Des Moines, Bill Riley Trail Bridge, Over Raccoon River   | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 425<br>100     | 0<br>0       | 0<br>0 | 425<br>100     |       |
| Submitted  | Ped/Bike Structures  | --                       | Regional FA                  | 0                       | 100            | 0            | 0      | 100            | --    |
| 27152<br>Des Moines  | <b>TAP-T-1945(837)--8V-77 DOT Letting: 10/16/2018</b><br>Des Moines River Trail Phase 2, Along S. side of DM River between Cownie Sports Complex and Easter Lake Park  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 1,500<br>1,100 | 0<br>0       | 0<br>0 | 1,500<br>1,100 |       |
| Submitted  | Ped/Bike Grade & Pave  | --                       | Regional FA                  | 0                       | 1,100          | 0            | 0      | 1,100          | --    |
| 35374<br>Des Moines  | <b>TAP-T-1945()--8V-77</b><br>In the city of Des Moines, 6th Avenue Streetscape, from University Avenue to College Avenue  | 0<br>--                  | Project Total<br>Federal Aid | 0<br>0                  | 0<br>0         | 3,400<br>300 | 0<br>0 | 3,400<br>300   |       |
| Submitted  | Lighting,Corridor Preservation   | --                       | Regional FA                  | 0                       | 0              | 300          | 0      | 300            | --    |
| CMAQ - Congestion Mitigation Air Quality   |  |                          |                              |                         |                |              |        |                |       |
| Dallas - 25  |  |                          |                              |                         |                |              |        |                |       |
| 36684<br>West Des Moines   | <b>STP-A-8260()--86-25</b><br>In the city of West Des Moines, Jordan Creek Town Center Area Traffic Network Adaptive Traffic Signal Control  | 0<br>--                  | Project Total<br>Federal Aid | 360<br>288              | 0<br>0         | 0<br>0       | 0<br>0 | 360<br>288     |       |
| Submitted  | Traffic Signals  | --                       | Regional FA                  | 0                       | 0              | 0            | 0      | 0              | --    |
| Polk - 77  |  |                          |                              |                         |                |              |        |                |       |
| 36672<br>Ankeny  | <b>STP-A-0187()--86-77</b><br>In the city of Ankeny, Traffic Signal System Timings Update  | 0<br>--                  | Project Total<br>Federal Aid | 150<br>117              | 0<br>0         | 0<br>0       | 0<br>0 | 150<br>117     |       |
| Submitted  | Traffic Signals  | --                       | Regional FA                  | 0                       | 0              | 0            | 0      | 0              | --    |
| <b>PA NOTE:</b> STIP Limit \$116,800   |  |                          |                              |                         |                |              |        |                |       |

| TPMS<br>Sponsor<br>Appr. Status   | Project #<br>Location<br>Funding Program   | Length<br>FHWA#<br>S:T:R |   | Pgm'd Amounts in 1000's |                 |                 |                 | Total               | STIP# |
|---|--|--------------------------|---|-------------------------|-----------------|-----------------|-----------------|---------------------|-------|
|   |  |                          |   | FY18                    | FY19            | FY20            | FY21            |                     |       |
| Polk - 77 (continued)   |  |                          |   |                         |                 |                 |                 |                     |       |
| 33896<br>Clive  | <b>STP-A-1425(626)--86-77 Local Letting: 01/21/2026</b><br>In the city of Clive, On US Highway 6, Highway 6<br>Adaptive Traffic Control System Implementation<br>Traffic Signals | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA | 724<br>581<br>0         | 0<br>0<br>0     | 0<br>0<br>0     | 0<br>0<br>0     | 724<br>581<br>0     |       |
| <b>PA NOTE:</b> PE Authorized for \$84,704 in FFY 2017, total federal-aid for FFY 2018 is \$580,896 |  |                          |   |                         |                 |                 |                 |                     |       |
| 36676<br>Des Moines   | <b>STP-A-19450--86-77</b><br>In the city of Des Moines, Traffic Signal System<br>Timings Update<br>Traffic Signals   | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA | 170<br>136<br>0         | 0<br>0<br>0     | 0<br>0<br>0     | 0<br>0<br>0     | 170<br>136<br>0     |       |
| Warren - 91   |  |                          |   |                         |                 |                 |                 |                     |       |
| 36683<br>Waukee   | <b>STP-A-81770--22-91</b><br>In the city of Waukee, US6 and Alice's Road<br>Intersection Improvements<br>Traffic Signals,Pavement Markings                                       | 0<br>--<br>--            | Project Total<br>Federal Aid<br>Regional FA | 875<br>700<br>0         | 0<br>0<br>0     | 0<br>0<br>0     | 0<br>0<br>0     | 875<br>700<br>0     |       |
| PL - Metropolitan Planning  |  |                          |   |                         |                 |                 |                 |                     |       |
| Region Wide - 00  |  |                          |   |                         |                 |                 |                 |                     |       |
| 1279<br>MPO-26 / DMAMPO<br>Submitted  | <b>RGPL-PA26(RTP)--PL-00</b><br>VARIOUS: MPO PLANNING<br>Trans Planning  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 885<br>710<br>0         | 885<br>710<br>0 | 885<br>710<br>0 | 885<br>710<br>0 | 3,540<br>2,840<br>0 |       |
| <b>PA NOTE:</b> 2018 PL Funds: \$710,178  |  |                          |   |                         |                 |                 |                 |                     |       |
| PRF - Primary Road Funds  |  |                          |   |                         |                 |                 |                 |                     |       |
| Dallas - 25   |  |                          |   |                         |                 |                 |                 |                     |       |
| 36763<br>DOT-D04-MPO26<br>Submitted   | <b>IMN--800--0E-25</b><br>I-80: UP RR W OF JORDAN CREEK PARKWAY<br>TO I-35/235<br>Pavement Markings  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 100<br>0<br>0           | 0<br>0<br>0     | 0<br>0<br>0     | 0<br>0<br>0     | 100<br>0<br>0       |       |
| 36762<br>DOT-D01-MPO26<br>Submitted   | <b>IMN--800--0E-25</b><br>I-80: CO RD P58 TO POLK CO (WB)<br>Pavement Planing  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 0<br>0<br>0             | 0<br>0<br>0     | 0<br>0<br>0     | 895<br>0<br>0   | 895<br>0<br>0       |       |
| Polk - 77   |  |                          |   |                         |                 |                 |                 |                     |       |
| 36857<br>DOT-D01-MPO26<br>Submitted   | <b>STPN--800--2J-77</b><br>I-80: E OF ALTOONA TO TIFFIN<br>Traffic Signs   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 2,375<br>0<br>0         | 0<br>0<br>0     | 0<br>0<br>0     | 0<br>0<br>0     | 2,375<br>0<br>0     |       |
| 36858<br>DOT-D01-MPO26<br>Submitted   | <b>IMN--800--0E-77</b><br>I-80: CO RD S14 TO 1.2 MI W OF SOUTH SKUNK<br>RIVER (EB)<br>Pavement Planing   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 441<br>0<br>0           | 0<br>0<br>0     | 0<br>0<br>0     | 0<br>0<br>0     | 441<br>0<br>0       |       |



| TPMS<br>Sponsor<br>Appr. Status          | Project #<br>Location<br>Funding Program  | Length<br>FHWA#<br>S:T:R |   | Pgm'd Amounts in 1000's |                 |               |                 | Total           | STIP# |
|--|---|--------------------------|---|-------------------------|-----------------|---------------|-----------------|-----------------|-------|
|  |   |                          |   | FY18                    | FY19            | FY20          | FY21            |                 |       |
| Polk - 77 (continued)                    |   |                          |   |                         |                 |               |                 |                 |       |
| 36859<br>DOT-D01-MPO26<br>Submitted      | <b>IMN--80)--0E-77</b><br>I-80: E JCT I-35 TO 1ST AVE IN ALTOONA<br>Pavement Markings   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 275<br>0<br>0           | 0<br>0<br>0     | 0<br>0<br>0   | 0<br>0<br>0     | 275<br>0<br>0   | --    |
| 36854<br>DOT-D01-MPO26<br>Submitted      | <b>IMN--35)--0E-77</b><br>I-35: SW OF THE RACCOON RIVER IN WEST DES MOINES<br>Grading,Right of Way  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 699<br>0<br>0           | 0<br>0<br>0     | 0<br>0<br>0   | 0<br>0<br>0     | 699<br>0<br>0   | --    |
| 36855<br>DOT-D01-MPO26<br>Submitted      | <b>IMN--35)--0E-77</b><br>I-35: NB I-35 TO EB I-235 RAMP IN WEST DES MOINES<br>Right of Way,Revetment   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 227<br>0<br>0           | 0<br>0<br>0     | 0<br>0<br>0   | 0<br>0<br>0     | 227<br>0<br>0   | --    |
| 35578<br>DOT-D01-MPO26<br>Submitted      | <b>NHSN--6)--2R-77</b><br>US 6: S OF E EUCLID AVE TO N OF E 38TH ST IN DES MOINES (STATE SHARE)<br>Grade and Pave   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 0<br>0<br>0             | 4,000<br>0<br>0 | 0<br>0<br>0   | 0<br>0<br>0     | 4,000<br>0<br>0 | --    |
| 35582<br>DOT-D01-MPO26<br>Submitted      | <b>IMN--80)--0E-77</b><br>I-80: NE 38TH ST 1.6 MI E OF E JCT I-35<br>Bridge Replacement,Right of Way  | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 0<br>0<br>0             | 0<br>0<br>0     | 10<br>0<br>0  | 1,750<br>0<br>0 | 1,760<br>0<br>0 | --    |
| 35495<br>DOT-D01-MPO26<br>Submitted      | <b>BRFN--28)--39-77</b><br>IA 28: WALNUT CREEK 0.4 MI S OF I-235 IN DES MOINES<br>Bridge Deck Overlay   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 0<br>0<br>0             | 0<br>0<br>0     | 845<br>0<br>0 | 0<br>0<br>0     | 845<br>0<br>0   | --    |
| 36856<br>DOT-D01-MPO26<br>Submitted      | <b>BRFN--69)--39-77</b><br>US 69: FOUR MILE CREEK 0.1 MI S OF CO RD F22<br>Bridge Replacement   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 0<br>0<br>0             | 0<br>0<br>0     | 0<br>0<br>0   | 1,328<br>0<br>0 | 1,328<br>0<br>0 | --    |
| Warren - 91                              |   |                          |   |                         |                 |               |                 |                 |       |
| 36887<br>DOT-D05-MPO26<br>Submitted      | <b>BRFN--5)--39-91</b><br>IA 5: MIDDLE RIVER 1.5 MI S OF CO RD G16 (NB & SB)<br>Bridge Deck Overlay   | 0 MI<br>--<br>--         | Project Total<br>Federal Aid<br>Regional FA | 0<br>0<br>0             | 0<br>0<br>0     | 0<br>0<br>0   | 650<br>0<br>0   | 650<br>0<br>0   | --    |
| NEPA - National Environmental Policy Act |   |                          |   |                         |                 |               |                 |                 |       |
| Polk - 77                                |   |                          |   |                         |                 |               |                 |                 |       |
| 17139<br>Ankeny<br><br>Submitted         | <b>NEPA-0187(619)--83-77</b><br>In the City of Ankeny, NE 18th Street Overpass<br>Extension: From NE Delaware Avenue to NE Frisk Drive<br>Grade and Pave,Outside Services Engineering | 0.563 MI<br>--<br>--     | Project Total<br>Federal Aid<br>Regional FA | 9,000<br>0<br>0         | 0<br>0<br>0     | 0<br>0<br>0   | 0<br>0<br>0     | 9,000<br>0<br>0 | --    |

## CHAPTER SIX

# Federal Transit Administrations Projects

The first FFY in the FFY 2018-2021 TIP is referred to as the Annual Element. Projects for the entire four years (FFY 2018-2021) are listed together by funding program and in order of FFY. The MPO's transit program for FFY 2018-2021 contains 32 projects with a total cost of approximately \$89,661,177.

## Program Format

The project listing is organized by TIP funding program. The sponsor name, project number, project location, project description, project funding, programmed amounts by year, and Transit Number are shown for each project within the different TIP funding categories. The Transit Number is a unique number given to each project included in the MPO's Transit Program.

Project Total refers to the total cost of the project. Federal-Aid refers to the amount of Federal-Aid (FA) the project has received. State-Aid (SA) refers to the amount of funding the transit provider has received from the State.

# Draft 2018 Transit Program

(Filtered)

# MPO-26 / DMAMPO (32 Projects)

| Fund | Sponsor         | Transit #<br>Expense Class<br>Project Type | Desc / Add Ons / Addnl Info                   |              | FY18      | FY19      | FY20      | FY21      |
|------|-----------------|--|---|--------------|-----------|-----------|-----------|-----------|
| STA  | Des Moines DART | 995<br>Operations<br>Misc                  | General Operations/Maintenance/Administration | <b>Total</b> | 2,051,250 | 2,112,500 | 2,175,875 | 2,241,150 |
|      |                 |  |   | <b>FA</b>    |           |           |           |           |
|      |                 |  |   | <b>SA</b>    | 1,641,000 | 1,690,000 | 1,740,700 | 1,792,920 |
| 5311 | Des Moines DART | 996<br>Operations<br>Misc                  | Operations for Rural Services                 | <b>Total</b> | 23,000    | 23,460    | 23,930    | 24,408    |
|      |                 |  |   | <b>FA</b>    | 11,500    | 11,730    | 11,965    | 12,204    |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5310 | Des Moines DART | 997<br>Operations<br>Misc                  | Subcontracted Paratransit Operations          | <b>Total</b> | 437,500   | 446,250   | 455,175   | 58,029    |
|      |                 |  |   | <b>FA</b>    | 350,000   | 357,000   | 364,140   | 46,423    |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| PTIG | Des Moines DART | 1016<br>Capital<br>Replacement             | Facility Renovations                          | <b>Total</b> | 200,000   | 500,000   |           |           |
|      |                 |  |   | <b>FA</b>    |           |           |           |           |
|      |                 |  |   | <b>SA</b>    | 160,000   | 400,000   |           |           |
| 5307 | Des Moines DART | 1020<br>Operations<br>Misc                 | Preventive Maintenance                        | <b>Total</b> | 3,243,750 | 3,243,750 | 3,243,750 | 3,243,750 |
|      |                 |  |   | <b>FA</b>    | 2,595,000 | 2,595,000 | 2,595,000 | 2,595,000 |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1021<br>Operations<br>Misc                 | ADA Paratransit                               | <b>Total</b> | 468,750   | 468,750   | 468,750   | 468,750   |
|      |                 |  |   | <b>FA</b>    | 375,000   | 375,000   | 375,000   | 375,000   |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1024<br>Capital<br>Replacement             | Admin/Maint. Facility Engineering and Design  | <b>Total</b> | 100,000   | 125,000   | 100,000   | 100,000   |
|      |                 |  |   | <b>FA</b>    | 80,000    | 100,000   | 80,000    | 80,000    |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1025<br>Capital<br>Replacement             | Concrete Replacement/Rehab                    | <b>Total</b> | 325,000   |           |           |           |
|      |                 |  |   | <b>FA</b>    | 260,000   |           |           |           |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1026<br>Capital<br>Replacement             | Facility Repairs/Renovations                  | <b>Total</b> | 250,000   | 1,062,500 | 62,500    | 250,000   |
|      |                 |  |   | <b>FA</b>    | 200,000   | 850,000   | 50,000    | 200,000   |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1028<br>Capital<br>Replacement             | Shop and Garage Equipment                     | <b>Total</b> | 350,000   | 140,000   | 40,000    | 85,000    |
|      |                 |  |   | <b>FA</b>    | 280,000   | 112,000   | 32,000    | 68,000    |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1029<br>Capital<br>Replacement             | Miscellaneous Equipment                       | <b>Total</b> | 20,000    | 20,000    | 20,000    | 20,000    |
|      |                 |  |   | <b>FA</b>    | 16,000    | 16,000    | 16,000    | 16,000    |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1030<br>Capital<br>Replacement             | Computer Hardware                             | <b>Total</b> | 165,000   | 85,000    | 50,000    | 40,000    |
|      |                 |  |   | <b>FA</b>    | 132,000   | 68,000    | 40,000    | 32,000    |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1032<br>Capital<br>Replacement             | Associated Transit Improvements               | <b>Total</b> | 90,000    | 120,000   | 90,000    | 90,000    |
|      |                 |  |   | <b>FA</b>    | 72,000    | 96,000    | 72,000    | 72,000    |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1042<br>Capital<br>Replacement             | Support Vehicles                              | <b>Total</b> | 30,000    |           | 40,000    | 175,000   |
|      |                 |  |   | <b>FA</b>    | 24,000    |           | 32,000    | 140,000   |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |
| 5307 | Des Moines DART | 1046<br>Capital<br>Replacement             | RideShare Vehicles (Repl/Exp)                 | <b>Total</b> | 500,000   | 735,000   | 887,000   | 763,000   |
|      |                 |  |   | <b>FA</b>    | 400,000   | 588,000   | 709,600   | 610,400   |
|      |                 |  |   | <b>SA</b>    |           |           |           |           |

# MPO-26 / DMAMPO (32 Projects)

| Fund               | Sponsor         | Transit #<br>Expense Class<br>Project Type | Desc / Add Ons / Addnl Info   |              | FY18      | FY19      | FY20       | FY21    |
|--------------------|-----------------|--|---|--------------|-----------|-----------|------------|---------|
| 5307               | Des Moines DART | 2480<br>Capital<br>Replacement             | Twenty Lease Buses - 20 (2015 Lease)                                  | <b>Total</b> | 890,000   | 890,000   | 890,000    | 890,000 |
|                    |                 |  |   | <b>FA</b>    | 712,000   | 712,000   | 712,000    | 712,000 |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5307               | Des Moines DART | 2482<br>Capital<br>Replacement             | Computer Software   | <b>Total</b> | 277,103   | 25,000    | 25,000     | 20,000  |
|                    |                 |  |   | <b>FA</b>    | 60,000    | 20,000    | 20,000     | 16,000  |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| STP, 5307,<br>5339 | Des Moines DART | 2707<br>Capital<br>Replacement             | Eight 40' HD Buses w/Surv. & AVL (2002 & 2003 Gilligs)                | <b>Total</b> | 3,739,059 |           |            |         |
|                    |                 |  |   | <b>FA</b>    | 3,115,700 |           |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5339               | Des Moines DART | 4293<br>Capital<br>Replacement             | Heavy Duty Bus (40-42 ft.)  | <b>Total</b> | 1,916,800 |           |            |         |
|                    |                 |  |   | <b>FA</b>    | 1,629,280 |           |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5339               | Des Moines DART | 4294<br>Capital<br>Replacement             | Heavy Duty Bus (40-42 ft.)  | <b>Total</b> | 3,354,400 |           |            |         |
|                    |                 |  |   | <b>FA</b>    | 2,851,240 |           |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5339               | Des Moines DART | 4434<br>Capital<br>Replacement             | Medium Duty Bus (to 28 ft.)<br>Diesel<br>Unit #: 6610                 | <b>Total</b> | 177,449   |           |            |         |
|                    |                 |  |   | <b>FA</b>    | 150,832   |           |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5339               | Des Moines DART | 4658<br>Capital<br>Replacement             | Upgrade to Electric on Eight 40' HD Bus Replacements & Infrastructure | <b>Total</b> | 3,990,000 |           |            |         |
|                    |                 |  |   | <b>FA</b>    | 3,354,000 |           |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| ICAAP              | Des Moines DART | 3120<br>Operations<br>Expansion            | Express Service Improvements  | <b>Total</b> |           | 200,000   |            |         |
|                    |                 |  |   | <b>FA</b>    |           | 160,000   |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| STP, 5307,<br>5339 | Des Moines DART | 3506<br>Capital<br>Replacement             | Seven 40' HD Buses w/Surv. & AVL (2003 Gilligs, 2006 Orions)          | <b>Total</b> |           | 3,727,360 |            |         |
|                    |                 |  |   | <b>FA</b>    |           | 3,087,006 |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| ICAAP              | Des Moines DART | 1049<br>Capital<br>Expansion               | Park & Ride Lot   | <b>Total</b> |           | 400,000   |            |         |
|                    |                 |  |   | <b>FA</b>    |           | 320,000   |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| ICAAP              | Des Moines DART | 1756<br>Operations<br>Expansion            | Local Routes Service Improvements                                     | <b>Total</b> |           | 250,000   |            |         |
|                    |                 |  |   | <b>FA</b>    |           | 200,000   |            |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5307               | Des Moines DART | 1027<br>Capital<br>Replacement             | Security/Safety for Facility Improvements                             | <b>Total</b> |           | 40,000    |            | 40,000  |
|                    |                 |  |   | <b>FA</b>    |           | 32,000    |            | 32,000  |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| STP, 5307,<br>5339 | Des Moines DART | 3866<br>Capital<br>Replacement             | Nine 40' HD Buses w/Surv. & AVL (2006 Orions)                         | <b>Total</b> |           |           | 4,984,013  |         |
|                    |                 |  |   | <b>FA</b>    |           |           | 4,152,036  |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5309               | Des Moines DART | 3867<br>Capital<br>Expansion               | Bus Rapid Transit   | <b>Total</b> |           |           | 25,000,000 |         |
|                    |                 |  |   | <b>FA</b>    |           |           | 20,000,000 |         |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |
| 5307, 5310         | Des Moines DART | 4292<br>Capital<br>Replacement             | Five 27' MD Buses w/Surv. & AVL                                       | <b>Total</b> |           |           |            | 945,953 |
|                    |                 |  |   | <b>FA</b>    |           |           |            | 804,060 |
|                    |                 |  |   | <b>SA</b>    |           |           |            |         |



## MPO-26 / DMAMPO (32 Projects)

| Fund               | Sponsor         | Transit #<br>Expense Class<br>Project Type | Desc / Add Ons / Addnl Info                           |              | FY18 | FY19 | FY20 | FY21      |
|--------------------|-----------------|--|---|--------------|------|------|------|-----------|
| STP, 5307,<br>5339 | Des Moines DART | 4326<br>Capital<br>Replacement             | Seven 40' HD Buses w/Surv. & AVL (2006 & 2008 Orions) | <b>Total</b> |      |      |      | 4,031,513 |
|                    |                 |  |   | <b>FA</b>    |      |      |      | 3,339,286 |
|                    |                 |  |   | <b>SA</b>    |      |      |      |           |
|                    |                 |  |   |              |      |      |      |           |
| 5307               | Des Moines DART | 4327<br>Planning<br>Other                  | Planning - Update DART Forward Plan                   | <b>Total</b> |      |      |      | 405,000   |
|                    |                 |  |   | <b>FA</b>    |      |      |      | 324,000   |
|                    |                 |  |   | <b>SA</b>    |      |      |      |           |
|                    |                 |  |   |              |      |      |      |           |

## Financial Plan

Federal guidelines state that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, identifies public and private resources that are reasonably expected to be available to carry out the TIP, and recommend any additional financing strategies for projects and programs.

### Federal Highway Administration Projects

For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPOs, State(s), and public transportation operator(s). The MPO staff utilized an inflation rate of 4% to determine “year of expenditure dollars.”

The FFY 2018-2021 TIP is fiscally constrained by funding sources. Funding sources include Federal, State, and local financial resources. The Des Moines Area MPO recognizes that in the event of Federal, State, and local funding changes, amendments, or revisions, it will need to reflect the change in project funds within the FFY 2018-2021 TIP.

#### Des Moines Area MPO Federal-aid Funding Sources

The total Federal share of projects included in the first year (annual element) of the TIP shall not exceed levels of funding committed to the Des Moines Area MPO. Additionally, the total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the Des Moines Area MPO.

**Table 7.1** displays a listing of all Federal-Aid funding sources in the TIP and the amount of Federal funds committed by source and the total project cost of all projects utilizing Federal fund by funding source for FFYs 2018-2021. **Table 7.2** and **7.3** displays the financial constraint of the STBG and TAP

funding sources for Federal Fiscal Years 2018-2021, breaking down all revenues, expenditures, programmed funds, adjustments, and returns.

**TABLE 7.1 Summary of Costs and Federal Aid**

|               | 2018                 |                     | 2019                 |                     | 2020                 |                     | 2021                |                     |
|---------------|----------------------|---------------------|----------------------|---------------------|----------------------|---------------------|---------------------|---------------------|
|               | Total Cost           | Federal Aid         | Total Cost           | Federal Aid         | Total Cost           | Federal Aid         | Total Cost          | Federal Aid         |
| CMAQ          | \$2,279,000          | \$1,822,000         | \$0                  | \$0                 | \$0                  | \$0                 | \$0                 | \$0                 |
| NEPA          | \$9,000,000          | \$0                 | \$0                  | \$0                 | \$0                  | \$0                 | \$0                 | \$0                 |
| NHPP          | \$24,275,000         | \$21,092,000        | \$70,916,000         | \$62,910,000        | \$45,590,000         | \$39,551,000        | \$17,535,000        | \$13,600,000        |
| PL            | \$885,000            | \$710,000           | \$885,000            | \$710,000           | \$885,000            | \$710,000           | \$885,000           | \$710,000           |
| PRF           | \$4,117,000          | \$0                 | \$4,000,000          | \$0                 | \$855,000            | \$0                 | \$4,623,000         | \$0                 |
| STBG          | \$63,857,000         | \$21,663,000        | \$25,122,000         | \$12,992,000        | \$77,801,000         | \$11,248,000        | \$56,784,000        | \$12,887,000        |
| STBG-HBP      | \$950,000            | \$190,000           | \$0                  | \$0                 | \$0                  | \$0                 | \$600,000           | \$420,000           |
| TAP           | \$5,662,000          | \$1,420,000         | \$5,925,000          | \$2,196,000         | \$3,400,000          | \$300,000           | \$0                 | \$0                 |
| <b>Totals</b> | <b>\$111,025,000</b> | <b>\$46,897,000</b> | <b>\$106,848,000</b> | <b>\$78,808,000</b> | <b>\$128,531,000</b> | <b>\$51,809,000</b> | <b>\$80,427,000</b> | <b>\$27,617,000</b> |

**TABLE 7.2 Surface Transportation Program Financial Constraint**

|                                 | 2018                | 2019                | 2020                | 2021                |
|---------------------------------|---------------------|---------------------|---------------------|---------------------|
| Unobligated Balance (Carryover) | \$5,785,688         | \$4,517,467         | \$5,061,467         | \$6,021,917         |
| STBG Target                     | \$12,180,779        | \$12,536,000        | \$12,785,000        | \$13,094,000        |
| STBG Flex Funds                 | \$509,000           | \$523,000           | \$523,000           | \$523,000           |
| <b>Subtotal</b>                 | <b>\$18,475,467</b> | <b>\$17,576,467</b> | <b>\$18,369,467</b> | <b>\$19,638,917</b> |
| Transfer Out                    | \$0                 | \$0                 | \$0                 | \$0                 |
| Programmed STBG Funds           | \$13,958,000        | \$12,515,000        | \$12,347,550        | \$13,874,000        |
| <b>Balance</b>                  | <b>\$4,517,467</b>  | <b>\$5,061,467</b>  | <b>\$6,021,917</b>  | <b>\$5,764,917</b>  |

Based on Iowa Department of Transportation's Fiscal Year 2017 3rd Quarter Status Report.

**TABLE 7.3 Transportation Alternatives Program Financial Constraint**

|                                 | 2018               | 2019               | 2020             | 2021               |
|---------------------------------|--------------------|--------------------|------------------|--------------------|
| Unobligated Balance (Carryover) | \$813,180          | \$1,036,719        | \$43,719         | \$723,719          |
| TAP Target                      | \$666,500          | \$680,000          | \$680,000        | \$680,000          |
| <b>Subtotal</b>                 | <b>\$1,479,680</b> | <b>\$1,716,719</b> | <b>\$723,719</b> | <b>\$1,403,719</b> |
| Transfer Out                    | \$0                | \$0                | \$0              | \$0                |
| Programmed TAP Funds            | \$444,961          | \$1,673,000        | \$0              | \$0                |
| <b>Balance</b>                  | <b>\$1,036,719</b> | <b>\$43,719</b>    | <b>\$723,719</b> | <b>\$1,403,719</b> |

Based on Iowa Department of Transportation's Fiscal Year 2017 3rd Quarter Status Report.

## Operations and Maintenance Costs and Projections

The following tables demonstrate the costs of operations and maintenance to the Federal-aid System. Table 7.4 contains the operation and maintenance costs for each city in the Des Moines Area MPO. Table 7.5 and Table 7.6 contain the projected operation and maintenance costs on Federal-aid city streets within each city in the Des Moines Area MPO based on data in Table 7.4.

**TABLE 7.4 2016 City Street O + M Expenditures on Federal-Aid Routes**

| City Name       | On System Miles | Total Miles    | Percentage Federal Aid Routes | Total Roadway Maintenance | Total Operations    | Maintenance on Federal Aid Routes | Operations on Federal Aid Routes |
|-----------------|-----------------|----------------|-------------------------------|---------------------------|---------------------|-----------------------------------|----------------------------------|
| Altoona         | 16.77           | 68.51          | 0.2447                        | \$1,360,656               | \$462,850           | \$332,953                         | \$113,259                        |
| Ankeny          | 37.03           | 219.18         | 0.1689                        | \$2,309,370               | \$1,471,235         | \$390,053                         | \$248,492                        |
| Bondurant       | 8.25            | 25.15          | 0.3281                        | \$301,218                 | \$96,587            | \$98,829                          | \$31,690                         |
| Carlisle        | 3.55            | 23.94          | 0.1483                        | \$227,251                 | \$186,189           | \$33,701                          | \$27,612                         |
| Clive           | 10.18           | 73.02          | 0.1394                        | \$2,159,387               | \$205,575           | \$301,018                         | \$28,657                         |
| Des Moines      | 214.49          | 832.92         | 0.2575                        | \$15,129,610              | \$9,109,878         | \$3,895,875                       | \$2,345,794                      |
| Grimes          | 9.19            | 51.41          | 0.1788                        | \$1,410,835               | \$282,051           | \$252,257                         | \$50,431                         |
| Johnston        | 23.19           | 93.8           | 0.2472                        | \$1,238,685               | \$669,048           | \$306,203                         | \$165,389                        |
| Mitchellville   | 2.21            | 12.89          | 0.1713                        | \$70,174                  | \$49,132            | \$12,021                          | \$8,416                          |
| Norwalk         | 5.81            | 47.95          | 0.1212                        | \$715,719                 | \$252,150           | \$86,745                          | \$30,561                         |
| Pleasant Hill   | 12.25           | 41.89          | 0.2924                        | \$1,088,536               | \$112,429           | \$318,288                         | \$32,874                         |
| Polk City       | 3.98            | 23.65          | 0.1683                        | \$370,801                 | \$95,799            | \$62,406                          | \$16,123                         |
| Urbandale       | 40.56           | 185.57         | 0.2186                        | \$2,289,418               | \$543,903           | \$500,467                         | \$118,897                        |
| Waukee          | 17.14           | 73.94          | 0.2318                        | \$1,512,141               | \$688,784           | \$350,514                         | \$159,660                        |
| West Des Moines | 80.96           | 266.66         | 0.3036                        | \$4,106,031               | \$0                 | \$1,246,591                       | \$0                              |
| Windsor Heights | 3.43            | 20.37          | 0.1684                        | \$308,433                 | \$104,438           | \$51,940                          | \$17,587                         |
| <b>Totals</b>   | <b>488.99</b>   | <b>2060.85</b> | <b>3.3885</b>                 | <b>\$34,598,265</b>       | <b>\$14,330,048</b> | <b>\$8,239,861</b>                | <b>\$3,395,442</b>               |

Source: 2016 City Street Finance Report – O&M Costs

**TABLE 7.5 Forecasted Maintenance Expenditures on Federal-Aid Routes**

| City Name       | 2016               | 2017               | 2018               | 2019               | 2020               | 2021                |
|-----------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Altoona         | \$332,953          | \$346,271          | \$360,122          | \$374,527          | \$389,508          | \$405,088           |
| Ankeny          | \$390,053          | \$405,655          | \$421,881          | \$438,757          | \$456,307          | \$474,559           |
| Bondurant       | \$98,829           | \$102,782          | \$106,893          | \$111,169          | \$115,616          | \$120,241           |
| Carlisle        | \$33,701           | \$35,049           | \$36,451           | \$37,909           | \$39,425           | \$41,002            |
| Clive           | \$301,018          | \$313,059          | \$325,581          | \$338,604          | \$352,148          | \$366,234           |
| Des Moines      | \$3,895,875        | \$4,051,710        | \$4,213,778        | \$4,382,330        | \$4,557,623        | \$4,739,928         |
| Grimes          | \$252,257          | \$262,347          | \$272,841          | \$283,755          | \$295,105          | \$306,909           |
| Johnston        | \$306,203          | \$318,451          | \$331,189          | \$344,437          | \$358,214          | \$372,543           |
| Mitchellville   | \$12,021           | \$12,502           | \$13,002           | \$13,522           | \$14,063           | \$14,625            |
| Norwalk         | \$86,745           | \$90,215           | \$93,823           | \$97,576           | \$101,479          | \$105,539           |
| Pleasant Hill   | \$318,288          | \$331,020          | \$344,260          | \$358,031          | \$372,352          | \$387,246           |
| Polk City       | \$62,406           | \$64,902           | \$67,498           | \$70,198           | \$73,006           | \$75,926            |
| Urbandale       | \$500,467          | \$520,486          | \$541,305          | \$562,957          | \$585,476          | \$608,895           |
| Waukee          | \$350,514          | \$364,535          | \$379,116          | \$394,281          | \$410,052          | \$426,454           |
| West Des Moines | \$1,246,591        | \$1,296,455        | \$1,348,313        | \$1,402,245        | \$1,458,335        | \$1,516,669         |
| Windsor Heights | \$51,940           | \$54,018           | \$56,178           | \$58,425           | \$60,762           | \$63,193            |
| <b>Totals</b>   | <b>\$8,239,861</b> | <b>\$8,569,455</b> | <b>\$8,912,234</b> | <b>\$9,268,723</b> | <b>\$9,639,472</b> | <b>\$10,025,051</b> |

Source: 2016 City Street Finance Report – O&amp;M Costs

**TABLE 7.6 Forecasted Operation Expenditures on Federal-Aid Routes**

| City Name       | 2016               | 2017               | 2018               | 2019               | 2020               | 2021               |
|-----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Altoona         | \$113,259          | \$117,789          | \$122,501          | \$127,401          | \$132,497          | \$137,797          |
| Ankeny          | \$248,492          | \$258,432          | \$268,769          | \$279,520          | \$290,700          | \$302,329          |
| Bondurant       | \$31,690           | \$32,958           | \$34,276           | \$35,647           | \$37,073           | \$38,556           |
| Carlisle        | \$27,612           | \$28,716           | \$29,865           | \$31,060           | \$32,302           | \$33,594           |
| Clive           | \$28,657           | \$29,803           | \$30,995           | \$32,235           | \$33,525           | \$34,866           |
| Des Moines      | \$2,345,794        | \$2,439,626        | \$2,537,211        | \$2,638,699        | \$2,744,247        | \$2,854,017        |
| Grimes          | \$50,431           | \$52,448           | \$54,546           | \$56,728           | \$58,997           | \$61,357           |
| Johnston        | \$165,389          | \$172,005          | \$178,885          | \$186,040          | \$193,482          | \$201,221          |
| Mitchellville   | \$8,416            | \$8,753            | \$9,103            | \$9,467            | \$9,846            | \$10,239           |
| Norwalk         | \$30,561           | \$31,783           | \$33,055           | \$34,377           | \$35,752           | \$37,182           |
| Pleasant Hill   | \$32,874           | \$34,189           | \$35,557           | \$36,979           | \$38,458           | \$39,996           |
| Polk City       | \$16,123           | \$16,768           | \$17,439           | \$18,136           | \$18,862           | \$19,616           |
| Urbandale       | \$118,897          | \$123,653          | \$128,599          | \$133,743          | \$139,093          | \$144,656          |
| Waukee          | \$159,660          | \$166,046          | \$172,688          | \$179,596          | \$186,780          | \$194,251          |
| West Des Moines | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                |
| Windsor Heights | \$17,587           | \$18,290           | \$19,022           | \$19,783           | \$20,574           | \$21,397           |
| <b>Totals</b>   | <b>\$3,395,442</b> | <b>\$3,531,260</b> | <b>\$3,672,510</b> | <b>\$3,819,410</b> | <b>\$3,972,187</b> | <b>\$4,131,074</b> |

Source: 2016 City Street Finance Report – O&amp;M Costs



## Non-Federal-aid Revenue Sources and Projections

In addition to operations and maintenance, costs can be from non-Federal-aid revenues. Non-Federal-aid revenue sources and projections are included to demonstrate the availability of adequate revenue sources to operate and maintain the system in the Des Moines Area MPO MPA.

Table 7.7 contains the receipts for the Road Use Tax Fund and other road monies on Federal-aid routes within each city in the Des Moines Area MPO. Table 7.8 contains the projected revenues on Federal-aid routes within each city in the Des Moines Area MPO based on data in Table 7.6.

**TABLE 7.7 2016 City Street Fund Receipts**

| City Name       | Total Road Use Tax Fund Receipts | Total Other Road Monies Receipts | Total Receipts Service Debt | Total Non Federal Road Fund Receipts |
|-----------------|----------------------------------|----------------------------------|-----------------------------|--------------------------------------|
| Altoona         | \$1,796,966                      | \$614,663                        | \$0                         | \$2,411,629                          |
| Ankeny          | \$6,140,426                      | \$7,340,943                      | \$15,907,285                | \$29,388,654                         |
| Bondurant       | \$568,924                        | \$927,796                        | \$717,424                   | \$2,214,144                          |
| Carlisle        | \$478,993                        | \$903,350                        | \$478,818                   | \$1,861,161                          |
| Clive           | \$2,024,813                      | \$2,728,207                      | \$5,047,271                 | \$9,800,291                          |
| Des Moines      | \$25,237,357                     | \$3,124,951                      | \$63,119,281                | \$91,481,589                         |
| Grimes          | \$1,197,842                      | \$1,522,338                      | \$2,085,330                 | \$4,805,510                          |
| Johnston        | \$2,135,202                      | \$1,127,980                      | \$4,749,323                 | \$8,012,505                          |
| Mitchellville   | \$278,548                        | \$0                              | \$49,912                    | \$328,460                            |
| Norwalk         | \$1,105,416                      | \$160,100                        | \$945,000                   | \$2,210,516                          |
| Pleasant Hill   | \$1,085,644                      | \$13,467                         | \$629,624                   | \$1,728,735                          |
| Polk City       | \$422,394                        | \$149,998                        | \$0                         | \$572,392                            |
| Urbandale       | \$4,876,808                      | \$1,868,732                      | \$35,998,010                | \$42,743,550                         |
| Waukee          | \$1,704,158                      | \$498,566                        | \$14,336,831                | \$16,539,555                         |
| West Des Moines | \$7,393,448                      | \$6,303,677                      | \$33,410,474                | \$47,107,599                         |
| Windsor Heights | \$600,595                        | \$237,659                        | \$792,866                   | \$1,631,120                          |
| <b>Totals</b>   | <b>\$57,047,534</b>              | <b>\$27,522,427</b>              | <b>\$178,267,449</b>        | <b>\$262,837,410</b>                 |

Source: 2016 City Street Finance Report

**TABLE 7.8 Forecasted City Street Fund Revenue**

| City Name       | 2016                 | 2017                 | 2018                 | 2019                 | 2020                 | 2021                 |
|-----------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Altoona         | \$2,411,629          | \$2,508,094          | \$2,608,418          | \$2,712,755          | \$2,821,265          | \$2,934,115          |
| Ankeny          | \$29,388,654         | \$30,564,200         | \$31,786,768         | \$33,058,239         | \$34,380,568         | \$35,755,791         |
| Bondurant       | \$2,214,144          | \$2,302,710          | \$2,394,818          | \$2,490,611          | \$2,590,235          | \$2,693,845          |
| Carlisle        | \$1,861,161          | \$1,935,607          | \$2,013,032          | \$2,093,553          | \$2,177,295          | \$2,264,387          |
| Clive           | \$9,800,291          | \$10,192,303         | \$10,599,995         | \$11,023,995         | \$11,464,954         | \$11,923,552         |
| Des Moines      | \$91,481,589         | \$95,140,853         | \$98,946,487         | \$102,904,346        | \$107,020,520        | \$111,301,341        |
| Grimes          | \$4,805,510          | \$4,997,730          | \$5,197,640          | \$5,405,545          | \$5,621,767          | \$5,846,638          |
| Johnston        | \$8,012,505          | \$8,333,005          | \$8,666,325          | \$9,012,978          | \$9,373,498          | \$9,748,437          |
| Mitchellville   | \$328,460            | \$341,598            | \$355,262            | \$369,473            | \$384,252            | \$399,622            |
| Norwalk         | \$2,210,516          | \$2,298,937          | \$2,390,894          | \$2,486,530          | \$2,585,991          | \$2,689,431          |
| Pleasant Hill   | \$1,728,735          | \$1,797,884          | \$1,869,800          | \$1,944,592          | \$2,022,375          | \$2,103,270          |
| Polk City       | \$572,392            | \$595,288            | \$619,099            | \$643,863            | \$669,618            | \$696,402            |
| Urbandale       | \$42,743,550         | \$44,453,292         | \$46,231,424         | \$48,080,681         | \$50,003,908         | \$52,004,064         |
| Waukee          | \$16,539,555         | \$17,201,137         | \$17,889,183         | \$18,604,750         | \$19,348,940         | \$20,122,898         |
| West Des Moines | \$47,107,599         | \$48,991,903         | \$50,951,579         | \$52,989,642         | \$55,109,228         | \$57,313,597         |
| Windsor Heights | \$1,631,120          | \$1,696,365          | \$1,764,219          | \$1,834,788          | \$1,908,180          | \$1,984,507          |
| <b>Totals</b>   | <b>\$262,837,410</b> | <b>\$273,350,906</b> | <b>\$284,284,943</b> | <b>\$295,656,340</b> | <b>\$307,482,594</b> | <b>\$319,781,898</b> |

Source: 2016 City Street Finance Report

## Federal Transit Administration Projects

As with highway projects, legislation requires that all Federal and State transit projects be included in a fiscally constrained TIP. As the 5307 annual apportionment is the only guaranteed source of grant funds, DART actively seeks discretionary funding from a variety of sources, including the state Public Transit Equipment and Facilities Management System (PTMS) process and earmarks (State and Federal). Because these funds are the hardest to obtain, there is always uncertainty whether the projects will be implemented in the current year. Therefore, the TIP will periodically be revised if project funding is reduced or delayed. Tables 7.9 and 7.10 lists all funding sources for DART projects by FFY.

## Funding Sources

Federal and State funding account for the majority of all capital purchases and as a result, is critical to success. The following section outlines the general funding sources available to DART for FFY 2018-2021.

**TABLE 7.9 DART's Federal Funding Sources for FY 2018 - 2021**

| Federal Aid Funding Sources | 2018                |                     | 2019                |                    | 2020                |                     | 2021               |                    |
|-----------------------------|---------------------|---------------------|---------------------|--------------------|---------------------|---------------------|--------------------|--------------------|
|                             | Total Cost          | Federal Aid         | Total Cost          | Federal Aid        | Total Cost          | Federal Aid         | Total Cost         | Federal Aid        |
| 5307                        | \$7,982,040         | \$6,651,700         | \$7,997,694         | \$6,664,745        | \$8,202,780         | \$6,835,650         | \$6,473,916        | \$5,394,930        |
| 5309                        | \$0                 | \$0                 | \$0                 | \$0                | \$25,000,000        | \$20,000,000        | \$0                | \$0                |
| 5310                        | \$437,500           | \$350,000           | \$446,250           | \$357,000          | \$455,175           | \$364,140           | \$58,029           | \$46,423           |
| 5311                        | \$23,000            | \$11,500            | \$23,460            | \$11,730           | \$23,930            | \$11,965            | \$24,408           | \$12,204           |
| 5339                        | \$9,438,649         | \$8,655,352         | \$823,513           | \$686,261          | \$839,983           | \$699,986           | \$856,783          | \$713,986          |
| ICAAP                       | \$0                 | \$0                 | \$850,000           | \$680,000          | \$0                 | \$0                 | \$0                | \$0                |
| PTIG                        | \$200,000           | \$160,000           | \$500,000           | \$400,000          | \$0                 | \$0                 | \$0                | \$0                |
| <b>Totals</b>               | <b>\$18,081,189</b> | <b>\$15,828,552</b> | <b>\$10,640,917</b> | <b>\$8,799,736</b> | <b>\$34,521,868</b> | <b>\$27,911,741</b> | <b>\$7,413,136</b> | <b>\$6,167,543</b> |

**TABLE 7.10 DART's State Funding Sources for FY 2017 - 2020**

| State Aid Funding Sources | 2016               |                    | 2017               |                    | 2018               |                    | 2019               |                    |
|---------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|                           | Total Cost         | Federal Aid        | Total Cost         | Federal Aid        | Total Cost         | Federal Aid        | Total Cost         | Federal Aid        |
| STBG                      | \$1,200,000        | \$1,000,000        | \$1,560,000        | \$1,300,000        | \$1,350,000        | \$1,620,000        | \$1,400,000        | \$1,680,000        |
| STA                       | \$2,051,250        | \$0                | \$2,112,500        | \$0                | \$2,175,875        | \$0                | \$2,241,150        | \$0                |
| <b>Totals</b>             | <b>\$3,251,250</b> | <b>\$1,000,000</b> | <b>\$3,672,500</b> | <b>\$1,300,000</b> | <b>\$3,525,875</b> | <b>\$1,620,000</b> | <b>\$3,641,150</b> | <b>\$1,680,000</b> |

## CHAPTER EIGHT

# Public Participation

Title 23 of the CFR, Section 450.324, indicates that the Des Moines Area MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by Section 450.316(a). The Des Moines Area MPO's *Public Participation Plan* maintains compliance with Section 450.316(a) by outlining the Des Moines Area MPO's public outreach requirements and efforts through three primary components: public meetings, publications, and maintenance of the Des Moines Area MPO's website, [www.dmampo.org](http://www.dmampo.org).

The Des Moines Area MPO holds a standard of a minimum public comment period of 45 calendar days and a minimum four-week advance public notice before the TIP is adopted by the Des Moines Area MPO. This standard also applies when holding public meetings for any TIP amendments. The Des Moines Area MPO will approve the TIP, and/or amendments to the TIP, following the completion of the public comment period. The Des Moines Area MPO works to hold public meetings at convenient and accessible locations and times. If a person is not able to attend a public meeting, information regarding the TIP and/or amendments to the TIP is available on the Des Moines Area MPO's website. In addition, all meetings of the Des Moines Area MPO TTC, Executive Committee, and Policy Committee are open to the public. Members of the public may request time on the Des Moines Area MPO's agendas to comment on specific subjects of interest to the representatives.

In the past the Des Moines Area MPO used to regularly publish a newsletter, which was designed to provide information on plans and programs, public discussions, whom to contact at the Des Moines Area MPO, and meeting schedules. However this newsletter is no longer in production. Today the MPO's website provides much of the information that was contained in the newsletter. Also, after MPO Policy Board meetings post-meeting summaries are sent out to stakeholders. Legal notices and meeting announcements regarding the adoption of the TIP and/or amendments to the TIP are published in *The Des Moines Register* and sent to the various news agencies within central Iowa a week before the scheduled public meeting.

The Des Moines Area MPO website, [www.dmampo.org](http://www.dmampo.org), contains Des Moines Area MPO news and information about upcoming events, Des Moines Area MPO members, staff, the organization of the Des Moines Area MPO, and employment opportunities. Meeting agendas and minutes are available,

as is a listing of committee representatives. The website features a library containing documents, maps, newsletters, and press releases. Additionally, educational opportunities related to Des Moines Area MPO activities are listed on the website. Des Moines Area MPO staff regularly updates the website in order to engage citizens.

Finally, the Des Moines Area MPO utilizes social media to engage the public and provide real-time updates. The MPO maintains social media pages including:

- Facebook – [www.facebook.com/dmampo](http://www.facebook.com/dmampo)
- LinkedIn – [www.linkedin.com/company/dmampo](http://www.linkedin.com/company/dmampo); and,
- Twitter, [www.twitter.com/dmampo](http://www.twitter.com/dmampo).

Social media also allows the Des Moines Area MPO to reach those citizens that might otherwise not become involved with the transportation planning process.

The Des Moines Area MPO accepts input and comments from the public through a variety of means. Members of the public may express their views, share their opinions, and ask questions regarding proposed amendments in three ways: 1) orally at a meeting; 2) in writing via forms available at a meeting; or, 3) by submitting written comments to the Des Moines Area MPO prior to the close of the given comment period. The Des Moines Area MPO will make a summary, analysis, or report on the disposition of comments made as part of the review of the TIP and/or amendments to the TIP and will notify the Des Moines Area MPO and TTC representatives of all TIP comments as part of the approved TIP. Zero people attended the June 20, 2017, public input meeting but there were no comments pertinent to the FFY 2018-2021 TIP nor where there any subsequent written comments submitted to the Des Moines Area MPO before July 12, 2017.



# Appendix A

Federal regulations require documentation in addition to the project list prior to approval of the Des Moines Area MPO's FFY 2018-2021 TIP. All metropolitan planning organization transportation improvement programs must be accompanied by:

1. A resolution of adoption by the planning organization;
2. A self-certification of the metropolitan planning process; and,
3. A certification of the financial capacity analysis.

These resolutions and certifications can be found on the following pages.

## Appendix B

DRAFT

## Appendix C

DRAFT

## **Appendix E**

### Public Involvement

# **PUBLIC NOTICE**

Interested parties are hereby notified that the General Services Administration (GSA) has prepared a Draft EA and Draft Finding of No Significant Impact (FONSI) for the proposed construction of a new Federal Courthouse in Des Moines. The action is being proposed to meet the 10-year occupancy and 30-year design needs of the U.S. Federal Courts, Southern District of Iowa. This notice is being issued in accordance with the National Environmental Policy Act. The Draft EA and Draft FONSI have been made available for review and comment for 15 days following the publication of this notice. The Draft EA and Draft FONSI are available at the Central Library, 1000 Grand Avenue. A copy of the Draft EA and Draft FONSI can also be obtained by contacting Karla Carmichael, GSA Regional Environmental Quality Advisor, 819 Taylor Street, Fort Worth, TX 76102, [karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov). Comments on the Draft EA and Draft FONSI must be received (or postmarked) within the 15-day period. Comments should be directed to Ms. Carmichael. GSA will also be accepting comments on the Draft EA and Draft FONSI at a public informational session to be held at the Central Library on July 17, 2017. Comments will be received from 6:30-8:00pm. Any questions should be directed to Ms. Carmichael.



MOORE  
3809 CAMINO DR  
  
PLANO TX 75074

## AFFIDAVIT OF PUBLICATION

State of Iowa

County of Polk, ss.:

The undersigned, being first duly sworn on oath, states that The Des Moines Register and Tribune Company, a corporation duly organized and existing under the laws of the State of Iowa, with its principal place of business in Des Moines, Iowa, the publisher of

### THE DES MOINES REGISTER

newspaper of general circulation printed and published in the City of Des Moines, Polk County, Iowa, and that an advertisement, a printed copy of which is attached as Exhibit "A" and made part of this affidavit, was printed and published in The Des Moines Register on the following dates:

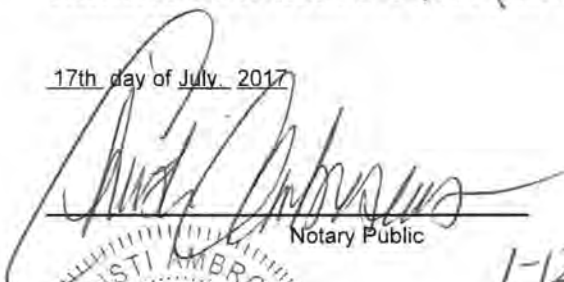
| Ad No.     | Start Date: | Run Dates: | Cost:   |
|------------|-------------|------------|---------|
| 0002265166 | 7/12/17     | 07/12/17   | \$30.60 |

Copy of Advertisement  
Exhibit "A"


  
\_\_\_\_\_  
Staff member, Register Media

Subscribed and sworn to before me by said affiant this

17th day of July, 2017

  
\_\_\_\_\_  
Notary Public

1-12-21



## **Email Requests for a Copy of the Draft EA**

Hi Karla,

Please send me an electronic copy of your draft Environmental Assessment for the new Des Moines courthouse site selection. Thank you,

Hi Karla - Please email me a copy of your draft Environmental Assessment for Des Moines. Thanks

Ms. Carmichael

May I get a copy of the draft environmental assessment for the river front site selected by the GSA in down town Des Moines?

Karla,

Could you please provide an electronic copy of the draft environmental assessment? If you need further detail in order to send the document, please let me know what is preferred. Thank you in advance!

Karla,

Can you send me a copy of the draft environmental assessment for the Des Moines federal courthouse site selection ASAP? I'm a reporter working on a deadline.

Dear Karla,

I would like a digital copy of the environmental assessment for 101 Locust in Des Moines, Ia.

Karla,

Can you please send me an electronic copy, the library didn't have one.

Karla,

Can I please get a electronic version of the draft Environmental Assessment (EA) identifying 101 Locust Street as the preferred site for construction of a new federal courthouse?

Hi Karla: Can I kindly get a copy of the EA for 101 Locust St.?

Dear Ms. Carmichael,

Please send me an electronic copy of EA for the courthouse site at 101 Locust Street.

Karla,

Can you please forward a copy of the Environmental Assessment and any other relevant information to me?

Karla, I read the GSA's Region 6 Newsroom announcement that the GSA has released its draft Environmental Assessment (EA) identifying the 101 Locust St site in Des Moines as the preferred site for construction of a new federal courthouse. In accordance with the public release of this draft EA, I would like to request an electronic copy of this EA. Subject to any limitation on file size, if this is available through a weblink, or if the main body of the report, without appendices, is available for download, I would appreciate receiving an electronic attachment or link to this EA and its contents.

## Verbal Comments

- (1) Comment. GSA and use of small and minority businesses.

Response. GSA works hard to ensure that small businesses have ample opportunities to compete in GSA procurements. We know that small businesses are the engine of our national economy and that they bring new and innovative solutions to Government challenges. A successful and strong small business community is integral to job creation, community empowerment and economic revitalization. GSA works hard so that small businesses, including disadvantaged, women-owned, HubZone, veteran-owned, and service-disabled veteran-owned small businesses, have every opportunity to participate in the Federal procurement process. GSA has significantly increased its spending with small businesses, and as an agency, we actually exceed the goals Congress has set.

- (2) Comment. Selection of the Former YMCA Site for construction of a new Courthouse does not meet/satisfy GSA's identified project guidelines, specifically guideline 4.

Response. Selection guideline 4 states:

- (4) Provide a space/facility solution within the Des Moines Central Business District (CBD) that provides a positive influence on local development/redevelopment. GSA is committed to promoting healthy communities and neighborhoods throughout the United States, especially in revitalizing downtown urban areas. GSA property management decisions try to accommodate Executive Order (EO) 13006 (Locating Federal Facilities on Historic Properties in Our Nation's Central Cities, May 1996) and EO 12072 (Federal Space Management, August 1978), both extolling the virtues of a Federal presence in revitalizing and restoring historically important downtown areas and urban centers.

Based on the close proximity of all four sites under consideration, it is GSA's position that an investment of nearly \$136M in the Des Moines CBD, no matter which site is ultimately chosen, provides a positive influence on local development/redevelopment.

- (3) Comment. We are concerned about losing future potential taxable development at the YMCA Site should the Government decided to build its new Courthouse at the site.

Response. Should the GSA ultimately choose the Former YMCA Site for development of a new Courthouse, the property would be exempt from property taxes. This would be true for any site chosen for the new Courthouse. However, as stated in the EA (see Section 2.4.3.2), once the new Courthouse was fully operational, the GSA would dispose of the existing Courthouse building and property (located on the Riverfront at 123 East Walnut Street, less than 1,000 feet southeast across the Des Moines River) for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa State Historic Preservation Officer [SHPO]).

- (4) Comment. The Former YMCA Site is too small. Not enough space for construction staging, etc. without impacts to the area.

Response. As mentioned in Section 2.4.3 of the EA, the Former YMCA Site is approximately 2.0 acres in size. GSA has determined that the site is adequate to support the development of a new Federal Courthouse that meets the needs of the U.S. Federal Courts, Southern District of Iowa, well into the future. As stated in Section 2.4.2.3 of the EA, all construction staging (including any required temporary equipment and materials storage) would be on site. Should the size of the site or other limiting factors not allow for adequate staging at the site, the contractor would acquire use of nearby publicly or privately owned land/property (e.g.,

vacant lots, etc.) for staging/storage activities. Any nearby off-site staging areas would also be adequately fenced and secured. Additional environmental investigations would be conducted as necessary. As a result, GSA does not anticipate any significant impacts to the surrounding area.

- (5) Comment. Choosing one of the MLK Sites would spur on development of the Market District.

Response. GSA agrees with this statement. As mentioned earlier (see response to Comment 2 above), it is GSA's position that an investment of \$136M in the Des Moines CBD, no matter which site is ultimately chosen, provides a positive influence on local development/redevelopment.

- (6) Comment. Building at the Former YMCA Site would not promote a walkable, vibrant, and active riverfront. The building would be closed evenings and weekends.

Response. The Courthouse would be closed for business evenings and weekends. As mentioned in the EA (see Section 1.2), GSA must provide a space/facility that meets the needs of the U.S. District Courts and the community. The GSA must also provide a space/facility that satisfies the necessary design criteria. As such, the space/facility must comply with the GSA Facility Standards for the Public Buildings Service (PBS P100 or P100) and the U.S. Courts Design Guide (USCDG). Design of the facility must also satisfy the provisions of the Architectural Barriers Act (ABA), the Uniform Federal Accessibility Standards, fire safety standards, and the energy conservation requirements of GSA (PBS P100) - all which are intended to provide an accessible, functional building that would serve the Courts and the community well into the future. As mentioned in the slide presentation given by GSA representatives on July 17, 2017, regardless of which site is ultimately chosen for the new Courthouse, pedestrian river-front traffic will not be impeded. GSA knows "walkability" is important to the area and GSA is committed to preserving it with long-term operation of the Courthouse.

- (7) Comment. Building at the Former YMCA Site is not consistent with the Des Moines Riverfront District as your EA states.

Response. Section 134-1035 (Statement of Intent) Des Moines Code of Ordinances states:

- The D-R downtown riverfront district is intended to support and enhance the downtown riverfront as a safe and lively people-oriented open-space spine, connecting a series of distinct destination nodes within an urban setting of high-quality buildings. The district is aimed at supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents of the metropolitan region to a waterfront resource that has been underutilized for many years.

The D-R downtown riverfront district is a regulatory tool that assists the implementation of the vision for the "Des Moines Riverfront Master Plan" which is a reference document to the 2020 Community Character Plan. The land use program that best meets the objectives of the "Des Moines Riverfront Master Plan" includes publicly-owned parks, medium density housing, and a combination of cultural and recreation facilities, civic uses, offices, specialty retail shops, entertainment establishments, hotels, and bed and breakfasts. This downtown riverfront district is intended to assure that redevelopment adjacent to the river is compatible with the plan for new mixed-use neighborhoods, commercial and residential nodes.

Redevelopment of the downtown riverfront should reinforce the concept of the "riverfront as main street." Multi-story buildings are encouraged to provide a mix of residential and commercial uses with dwellings encouraged to be located above street-level retail. Redevelopment is intended to establish the riverfront district as an interconnected pedestrian-oriented cultural and recreation destination.

Should the Former YMCA Site ultimately be chosen for construction of a new Courthouse, it is GSA's contention that the eventual development would be consistent with the overall intent of the D-R downtown riverfront district as stated. It is GSA's contention that the development would "support and enhance the downtown riverfront as a safe and lively people-oriented open-space," that it would "significantly enhance the downtown riverfront," and that it would "best meet the objectives of the Des Moines Riverfront Master Plan" which includes development of "civic uses, and offices."

- (8) Comment. There is not enough parking near the Former YMCA Site and adding more employees and visitors to the area would result in further parking issues.

Response. The number of available parking spaces in the area (within walking distance) of each site under consideration was obtained or provided by the City of Des Moines (see Section 3.6.2). Based on the data obtained, there are six off-street parking garages/ramps in the vicinity of the Former YMCA Site with a total capacity of approximately 5,260. The 3<sup>rd</sup> and Court and 5<sup>th</sup> and Walnut parking garages are approximately three and four blocks (respectively) south/southwest of the Former YMCA site. According to the City, these two parking garages have a total vehicle capacity of 1,811. There are no municipal parking garages in the vicinity of the remaining three sites under consideration. There are three additional commercially owned parking facilities in the vicinity of the Former YMCA Site. The closest are the 4<sup>th</sup> and Grand and Brown Garages with a combined vehicle capacity of 1,470. Both garages are located approximately two blocks west of the Former YMCA Site. In addition to the municipal and commercially owned parking garages and lots in the downtown area, the City maintains over 4,000 on-street metered parking spaces. According to City of Des Moines data, there are approximately 280 on-street metered spaces in the vicinity of the Former YMCA Site. That is a total of approximately 3,561 available parking spaces in the immediate vicinity of the Former YMCA Site. Of the remaining three sites under consideration, the Existing Courthouse Site offers the best proximity to parking, with approximately 345 available parking spaces – less than 10% of those available in the vicinity of the Former YMCA Site. As stated in the EA (see Section 2.4.2.1), on-site employee and visitor/patron parking would not be included since there was no appropriated funding for such infrastructure. As stated in Section 2.4.2.4, it is assumed that approximately 250 government and employee private vehicles would be in the immediate area on a daily basis. It is also assumed based on data received from the courts that as many as 50 patrons/visitors (with the same number of vehicles) could be in the immediate area on a daily basis. Approximately once every month for naturalization ceremonies, the number of patrons/visitors is estimated to be 225. These numbers do not represent an increase from existing operations that currently take place less than 1,000 feet southeast across the river at the existing Courthouse. As stated in Section 2.4.2.4, an additional 17 personnel are anticipated to meet the 30-year projected needs of the Courts. Assuming the need to park an additional 17 personal vehicles over the same time period, the increase is not considered by GSA to be significant.

The Downtown (Des Moines) Community Alliance states that "Downtown's parking options are plentiful and reasonably priced. Whether you work here every day, or are just in town for a day trip Downtown Des Moines makes it easy to park near your destination."

- (9) Comment. Construction at the Former YMCA Site would conflict with bridge and other construction in the area.



Response. As mentioned in the EA (see Section 3.6.1.3), according to the City, there are currently no planned road improvement projects in the area of any sites under consideration. As stated in Section 3.6.1.3 of the EA, there are several nearby bridge replacement/rehabilitation projects planned in the area. The closest being the Locust Street Bridge replacement and the Court Avenue Bridge rehabilitation. As mentioned in Section 2.4.3.1 of the EA, construction of a new Courthouse at the Former YMCA Site would be expected to begin in early 2019 and last approximately three years, with the majority of heavy construction being completed within two years (2021). According to data provided by the City of Des Moines, the Locust Street Bridge should be open to traffic by late 2019. As such, construction at the Former YMCA Site would require coordination for approximately 8-10 months to minimize impact to the Locust Street Bridge project or the traffic/road closures, re-routes, etc. associated with the bridge replacement project. Again, according to data received from the City, any road closures associated with the nearby Court Avenue Bridge rehabilitation project should be completed by late 2018. As such, these planned bridge improvements should not conflict with planned construction of the new Courthouse. GSA would coordinate with the City in an effort to make sure that its planned construction scheduling would not conflict (to the extent feasible) with the City's planned bridge replacement, thereby eliminating any potential significant traffic, transportation, or parking impacts in the area.

- (10) Comment. How did GSA choose these 4 sites to look at?

Response. As mentioned in the EA (see Section 2.4), as part of the planning process, a Request for Expressions of Interest (REOI) was released in July 2016 to solicit potential locations. Three responses were received based on the REOI – the Existing Courthouse Site, the North MLK Site and the South MLK Site. GSA also conducted market research in an attempt to identify additional, unoffered sites that appeared to meet the site selection criteria for this project. As a result, one additional site was added to the pool of sites under consideration – the Former YMCA Site. Following an initial evaluation, all four sites were advanced for further consideration and analysis.

- (11) Comment. How would GSA handle the need to expand in the future if there is a need?

Response. As mentioned in the EA (see Section 2.4.3.1), design of the new Courthouse has not yet begun, however, should the Former YMCA Site be ultimately chosen for development, preliminary design shows the building would be a planned 9 stories in height with an approximate size of 229,000 gross square feet. The anticipated 30-year growth is minor. It is not anticipated that a building addition would be necessary to accommodate the expected needs.

- (12) Comment. Have any other Courthouses been built in the 500-year flood zone? If so, where?

Response: Yes, when it was unavoidable. As stated in Section 1.2 of the EA, the U.S. Courts, in accordance with EO 11988, have designated its Federal Courthouse Operations as a "Critical Action Category IV Facility." A Critical Action is an action for which even a slight chance of flooding is too great. The minimum floodplain of concern for critical actions is the 500-year floodplain (i.e., the Critical Action Floodplain). A Category IV Facility is the highest risk category and includes buildings and structures that, if severely damaged, would reduce the availability of essential community services necessary to cope with an emergency.

- (13) Comment. It appears your EA was written to get to a predetermined conclusion (i.e., the Former YMCA Site).

Response. As stated in the EA at the beginning of Section 1.0, the environmental assessment (EA) has been prepared in accordance with Section 102 of the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321 to 4370d), as implemented by the regulations promulgated by the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] §1500-1508). The principal objectives of NEPA are to ensure the careful consideration of environmental aspects of proposed actions in Federal decision-making processes and to make environmental information available to decision makers and the public before decisions are made and actions are taken. Additionally, the EA follows the General Services Administration (GSA) NEPA guidelines, namely the 1999 GSA Public Buildings Service (PBS) NEPA Desk Guide. The EA is consistent with NEPA (and other relevant Federal laws and regulations) and GSA's NEPA implementation guidelines.

- (14) Comment. Why wasn't current FEMA data/modeling used in the EA?

Response. The analysis in the EA utilized the Effective Flood Map for the area (Map Number 1902270006D) effective 9/19/1987. According to FEMA, each Flood Insurance Rate Map (FIRM) has a unique identifier and a designated effective date. The effective date is the date on which the FIRM enters into force as the official regulatory flood map for the area it covers. FEMA has issued a "preliminary" FIRM for Polk County on 6/17/2015. According to FEMA, preliminary data are not for use, distribution, or replication until the data are finalized and labeled as "effective." The City of Des Moines website provides a link to the preliminary FIRM with the same qualifier as provided by FEMA (i.e., preliminary data are not for use, distribution, or replication until the data are finalized and labeled as "effective"). The link is as follows:  
<http://www.dmgov.org/Departments/Engineering/Pages/FEMAFloodInsuranceMaps.aspx?Tab=FAQ>

- (15) Comment. The YMCA Site has 4 "front walls." There is no "back of the house" for trash, utilities, etc.

Response. As stated earlier in Comment 6, GSA must provide a space/facility that meets the needs of the U.S. District Courts and the community. The GSA must also provide a space/facility that satisfies the necessary design criteria. As such, the space/facility must comply with the GSA Facility Standards for the Public Buildings Service (PBS P100 or P100) and the U.S. Courts Design Guide (USCDG). Design of the facility must also satisfy the provisions of the Architectural Barriers Act (ABA), the Uniform Federal Accessibility Standards, fire safety standards, and the energy conservation requirements of GSA (PBS P100) - all which are intended to provide an accessible, functional building that would serve the Courts and the community well into the future. No matter which site is ultimately chosen, GSA anticipates that site design and building architecture (including overall functionality) will take into consideration the site, the unique aspects and character of the surrounding area, and the people that use/frequent the area.

- (16) Comment. What will happen to the old Courthouse?

Response. As stated above under Comment 3, once the new Courthouse is fully operational, the GSA would dispose of the existing Courthouse building and property (located on the Riverfront at 123 East Walnut Street, less than 1,000 feet southeast across the Des Moines River) for potential future private and/or public use (with restrictions and/or protective covenants as required by the Iowa SHPO).

- (17) Comment. Is there a Courthouse that exists on the Riverwalk in San Antonio?

Response. Not as of yet. The new Federal Courthouse in San Antonio will be constructed at the location of the Former Police Headquarters (southeast corner of West Nueva Street and South Santa Rosa Avenue). San Pedro Creek does, however, form the eastern boundary of the property and the City of San Antonio is in discussions with the GSA with regards to a potential future expansion of the San Antonio Riverwalk in this area.

- (18) Comment. Please provide the anticipated security requirements with sidewalks and streets on all four sides without the building being a walled-off fortress.

Response. As stated earlier (see Comment 6 and 15), GSA must provide a space/facility that meets the needs of the U.S. District Courts and the community. The GSA must also provide a space/facility that satisfies the necessary design criteria. As such, the space/facility must comply with the GSA Facility Standards for the Public Buildings Service (PBS P100 or P100) and the U.S. Courts Design Guide (USCDG). Design of the facility must also satisfy the provisions of the Architectural Barriers Act (ABA), the Uniform Federal Accessibility Standards, fire safety standards, and the energy conservation requirements of GSA (PBS P100) - all which are intended to provide an accessible, functional building that would serve the Courts and the community well into the future. No matter which site is ultimately chosen, GSA anticipates that site design and building architecture (including overall functionality) will take into consideration the site, the unique aspects and character of the surrounding area, and the people that use/frequent the area. As mentioned in the slide presentation given by GSA representatives on July 17, 2017, regardless of which site is ultimately chosen for the new Courthouse, pedestrian traffic (river-front and on all other sides) will not be impeded. GSA knows "walkability" is important to the area and GSA is committed to preserving it with long-term operation of the Courthouse.

- (19) Comment. GSA should be looking to emulate the USEPA and clean up sites to benefit the community.

Response. There are many factors that GSA must consider when it comes to site selection and development. One of those is the ability of GSA to "clean up" sites and improve the environment. As an example of this commitment, under the authority of the Federal Property and Administrative Services Act of 1949 (as amended), Section 104(k)(5)(A)(ii) of CERCLA (as amended in the Small Business Liability Relief and Brownfields Revitalization Act), Section 102(2)(F) and (G) of NEPA (as amended), and Section 1.5(a)(4) and Section 115 of CERCLA (together with EO 12580), GSA entered into a Memorandum of Understanding (MOU) with the USEPA in an effort to strengthen the relationship between the two agencies as it relates specifically to coordinating USEPA and GSA's brownfields policies and activities, with a particular focus on the real property components of the cleanup, reuse, and redevelopment of brownfields sites.

- (20) Comment. Phase II ESA's are a regular occurrence when developing in downtown Des Moines and the GSA should not let the need for one be a deciding factor in site selection.

Response. GSA agrees with this statement and regularly conducts Phase II ESA's as well as a variety of other site research and/or investigation activities as part of due diligence and ultimate site selection and development. As demonstrated throughout the EA (in particular see Section 2.4.3 and 2.5), the need to conduct additional studies (and implement potential remedial activities) at the other sites under consideration was not the sole deciding factor in identification of the YMCA Site as the preferred site for construction of the new Courthouse.

- (21) Comment. When will the Final FONSI be signed? Will City leaders have input? As City leaders, we feel surprised by the notice when we thought we were your partners.

Response. The Final FONSI will be signed once the Acting Regional Commissioner, GSA Region 6 has made a decision on which site will be chosen for construction of the new Federal Courthouse. There is no firm date for the decision; however GSA anticipates a decision in the very near future.

- (22) Comment. When will all of these questions be answered?

Response. Questions/comments received as part of the NEPA process have been included in this Final EA.

- (23) Comment. The transparency on the process has been challenging. Who makes the decision, who gets input? Is it just GSA staff, judges, who is involved in making the decision on which site is chosen?

Response. GSA strives for an open, transparent NEPA process. As mentioned at the beginning of Section 5.0, the Draft EA and Draft FONSI were made available for a 15-day public review and comment period. A NOA for the Draft EA was published in the Des Moines Register (hardcopy and online). An affidavit of publication is included in Appendix D. The NOA, the Draft EA and Draft FONSI were made available to the public at the City of Des Moines Central Library. An electronic copy of the Draft EA and Draft FONSI were also available by contacting the GSA REQA, Ms. Karla Carmichael. Additionally, GSA made the Draft EA, Draft FONSI, and the public information session slide presentation available on the GSA Region 6 project website. As part of the planning for the proposed Courthouse, GSA published several press releases intended to update the public, local business leaders, public officials, and other interested parties of the status of the project. Dates included:

As stated above under Comment 21, the decision as to where the new Federal Courthouse is ultimately constructed will be made by the Acting Regional Commissioner, GSA Region 6. There is no firm date for the decision; however GSA anticipates a decision in the very near future. In accordance with NEPA and GSA's NEPA guidance, the public, City leaders, and other interested parties have been afforded the opportunity to be involved in the process (see above).



NEPA Public Informational Session  
Proposed Construction of a New Federal Courthouse  
Des Moines, Iowa  
July 17, 2017

Name:

Address:

Phone:

Email:

Issue/Concern:

Comment:

We do need the New Fed. Ct. - but I believe there are 2 other sites -  
Possibly south of MLK - The funding <sup>would</sup> provide  
access to clients / personnel - to the Fed Ct. -  
Our City needs to have ~~some~~ revenue  
into the City. There has been a lot of  
work put into the City - we have lovely  
landscaping - But with a 10 story building  
you couldn't look across the river and our citizens  
couldn't enjoy the green areas.

Use back of page if more space is needed





NEPA Public Informational Session  
Proposed Construction of a New Federal Courthouse  
Des Moines, Iowa  
July 17, 2017

Name:

Address:

Phone:

Email:

Issue/Concern:

As a board member of the Riverfront Development Authority I am concerned of the negative economic impact this structure would have to the vibrancy of the riverwalk.

Comment:

As we look to further activate the river ~~through~~ by bringing water trails via dam mitigation and other activities, we are concerned about how the types of structures & the extent of security that structure will require will have to riverfront access. The Des Moines Riverfront Masterplan included "offices" as meeting the objectives of this plan. However, we do not believe that a courthouse with extensive security needs is ~~not~~ in line with the masterplan objectives. We believe this would have a detrimental effect to potential economic growth as provided by enhanced river & riverfront development. It is not a site that will be active in the evening or weekends.

Tom Pospisil, RDA Board member, also provided verbal comments at the meeting

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NEPA Public Informational Session  
Proposed Construction of a New Federal Courthouse  
Des Moines, Iowa  
July 17, 2017

Name:

Address:

Phone:

Email:

Issue/Concern:

Location's security needs prohibit the social goals of the Principal River Walk from being

Comment:

fully realized.

A significant government investment of this scale at this location should be one that supports social connections.

No matter how hard you try, a federal Courthouse cannot support such goals.



NEPA Public Informational Session  
Proposed Construction of a New Federal Courthouse  
Des Moines, Iowa  
July 17, 2017

Name:

Address:

Phone:

Email:

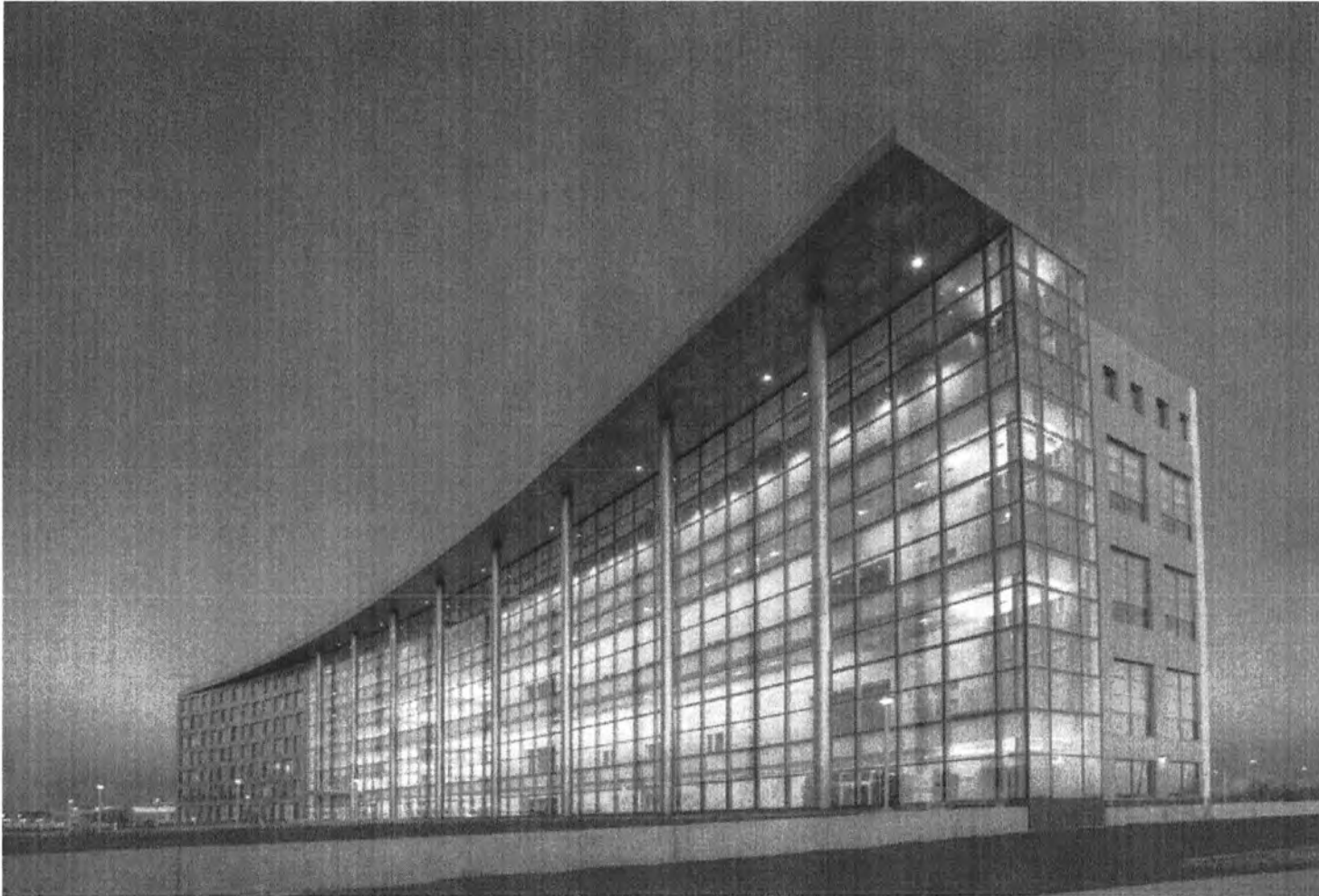
Issue/Concern:

*Building sit all wrong*

Comment:

*I think you should re read Pam Cookin  
Comments. City Engne*

Use back of page if more space is needed



## **Cedar Rapids Courthouse**

Cedar Rapids  
Courthouse

[close window](#)





## Press Release

I am the Principal for Win For All which is a business here in Des Moines working for the benefit of minority businesses and organizations. I am a former Iowa state legislator, founder and executive director of Urban Dreams as well as the Disproportionate Minority Contact Chair of the Iowa Juvenile Justice Advisory Council and a member of the Iowa Workforce Development Minority Outreach Committee. Iowa unfortunately has some of the worse statistics for inclusion when it comes to women and minority owned businesses in the United States.

We in the minority community are excited about the proposed federal courthouse. The federal government establishes formal goals to ensure small businesses get their fair share of work in the federal market. GSA which is covered by the Chief Financial Officers Act must publish their prime and subcontractor goals each year. In 2015:

| Categories                     | Prime Contracting | Subcontracting |
|--------------------------------|-------------------|----------------|
| Small Businesses               | 32%               | 29%            |
| Small Disadvantaged Businesses | 5%                | 5%             |
| Women-Owned Small Business     | 5%                | 5%             |
| Service-Disabled Veteran-Owned | 3%                | 3%             |
| HUBZone                        | 3%                | 3%             |

We the community look forward to working with you to reach your goals in regard to the set-asides and special interests groups for this project. Thank you for any consideration that you may give our requests.



## Email Questions/Comments

(1) Dear Karla,

I am writing to share additional information that may be helpful to the GSA. I am the current chair of the City's Transportation Safety Committee, and also serve on the PlanDSM Steering Committee which guides the implementation of the City's comprehensive plan. Additionally, I'm the Project Manager for the City's stormwater pumping station project adjacent to the North MLK Site. (Incidentally, that project will proceed regardless of the courthouse location; I have no personal financial interest in any of the sites.) Due to a family event, I was unable to attend Monday's public comment session at the Central Library. However, I have read the presentation from Monday's meeting. Based on that presentation, I feel the GSA could benefit from additional information on two criteria: Environmental and Flood Plains.

### Environmental

As part of our pump station project, HR Green performed a Phase 2 Environmental Site Assessment (ESA) on City property directly adjacent to the North MLK Site. In that process, we met with MidAmerican Energy's Senior Environmental Analyst and obtained MidAmerican's most current mapping of the contaminant plume beneath their property. We also reviewed all relevant environmental covenants and completed sampling and analysis of groundwater and soils at the site. Our pump station site is within the contaminant plume. Yet, based on our ESA, we found the site was still cost-feasible for construction, as all construction risks were within the Iowa DNR's acceptable criteria. Metro Waste Authority quoted a very reasonable price for acceptance of the waste. For those reasons, I feel the GSA may be overstating the environmental risk of the North MLK Site. With the City's permission, we would be happy to share the results of our ESA. We would also be happy to arrange a meeting between the GSA and MidAmerican's environmental personnel if that would be helpful. **RESPONSE – GSA has been in contact with MidAmerican. GSA has made no assertion regarding any “environmental risk” associated with the North MLK Site – rather, we have stated (see Section 4.1.4 of the EA) that due to several identified RECs, further research and/or investigation of the site is warranted (and remediation implemented as warranted).**

### Flood Plains

The GSA presentation states the YMCA site is “the only site not located in a 100- or 500-year flood plain.” This statement is based on old flood plain maps that are soon to be obsolete. Our staff have extensive experience with the current FEMA model of the Des Moines River. The most recent hydrologic and hydraulic modeling has led to a new preliminary set of FEMA flood plain maps, which are pending final approval in January 2018. Based on the new maps, the former YMCA site and the North MLK Site will be functionally equivalent. Assuming both levees are recertified, both sites will be shaded Zone X, Protected By Levee. **RESPONSE - The analysis in the EA utilized the Effective Flood Map for the area (Map Number 1902270006D) effective 9/19/1987. According to FEMA, each Flood Insurance Rate Map (FIRM) has a unique identifier and a designated effective date. The effective date is the date on which the FIRM enters into force as the official regulatory flood map for the area it covers. FEMA has issued a “preliminary” FIRM for Polk County on 6/17/2015. Again, according to FEMA, preliminary data are not for use, distribution, or replication until the data are finalized and labeled as “effective.” The City of Des Moines website provides a link to the preliminary FIRM with the same qualifier as provided by FEMA (i.e., preliminary data are not for use, distribution, or replication until the data are finalized and labeled as “effective”). The link is as follows:**  
**<http://www.dmgov.org/Departments/Engineering/Pages/FEMAFloodInsuranceMaps>**

.aspx?Tab=FAQ

As a citizen of Des Moines, I want to make sure the GSA is basing its decision on the best information available, and taking into consideration the impact of the federal decision on the life of our city. Please feel free to contact me if you have further questions.

(2) Everyone,

For anyone who is interested in providing input to the GSA about the New Federal Courthouse and the site selection, they are taking input through July 27<sup>th</sup> – simply email your commentary to [Karla.carmichael@gsa.gov](mailto:Karla.carmichael@gsa.gov) and it will be collected. Karla facilitated the public meeting and may think that all but a handful of Des Moines' citizens are opposed to locating the new building on the former YMCA site. I don't think that is true, but I could be wrong. I emailed her, but if you have a view on the site, building, etc. you might want to as well (wherever you think it should go). **RESPONSE – Comment noted.**

(3) To: [karla.carmichael@gsa.gov](mailto:karla.carmichael@gsa.gov)

I am 100% in favor of the GSA former YMCA site. That is a prime civic location and will reenforce the public zone. I also am hopeful that it will be a high quality architectural structure Des Moines can be proud to have represent the riverscapes. Des Moines has too many run-of-the-mill apartments and hotels in prime locations. I agree with the statements by Estes, Englebrecht and Mankins regarding our civic pride. **RESPONSE – Comment noted.**

(4) Dear Ms. Carmichael:

Thank you for the opportunity to comment on proposed plans to construct a new federal courthouse in Des Moines, Iowa.

As a resident of West Des Moines in Polk County, my preference would be for the GSA to construct the building in the emerging "Market District" south of the East Village in Des Moines.

I do not think it makes sense for the GSA to build on the site of the former YMCA. Please leave that prime piece of real estate for private development to build on our local tax base. A federal courthouse at that location would be a lost opportunity for Des Moines to expand our tax base. If you instead build in the Market District, that would be a tremendous catalyst for economic development in that area. **RESPONSE – Please see Section 5.1.1, Comment 2 and 3.**

I would also like to see the GSA be more forthcoming with information about how sites are selected, who is making the selections, and what the timelines are for making selections. Additionally, I would like to see more information about why renovating or expanding the existing courthouse was not an option. What happens to that building once the new courthouse is constructed? **RESPONSE – Please see Section 5.1.1, Comment 21 and 23. Please see Section 2.3.1 regarding renovation of the existing facility.**

Failure to listen to local input on this important issue is troubling. I hope that the GSA will come to the table and negotiate a plausible solution with Des Moines leaders. If not, I will have to contact Congressman Young, Senator Grassley, and Senator Ernst about blocking funding for the project until the GSA chooses to work with local officials. **RESPONSE - Comment noted.**

(5) Karla,

First, thank you for your skills facilitating the group last night. I think everyone felt heard – which seems like the fundamental reason for the meeting. Selfishly, I think it spoke volumes about Des Moines and the type of thoughtful people who live here.

I wanted to voice my support for the site selected by GSA. As an architect and, more importantly, lifetime citizen of Des Moines, I am very proud of my hometown and the transformation that has occurred here over the last twenty five years. GSA's decision to build on the former YMCA site fills the remaining gap in Des Moines' City Beautiful vision with an important, high quality civic building – the type of building envisioned by planners a century ago. In my view, it is exactly the kind of building that should be on that site for the next century. I realize that this view would appear to be in the minority if you took last night's meeting as the only indicator, but there have been a number of letters to the Editor – including one by the former Dean of the College of Design at Iowa State University – that also support GSA's initial decision, and I know many, many more. Supporters are simply not incentivized to show up to a public meeting to affirm a decision. As you know, it is the critics that tend to show up. **RESPONSE - Comment noted.**

Again, mark me down in support of the initial decision, and good luck with site acquisition.

(6) Ms. Carmichael,

I would have hoped that the GSA and US Courts would have chosen the location in the "Market District" of Des Moines versus the former YMCA location on the river. The other location has a larger land footprint and thus would allow better and more space for the Court Complex. With the Physical security barriers that would need to be incorporated into the location this would also be less impactful for the river walk and streets around the former YMCA site. The close proximity to East/West ML King and in several years that will be also connect to the Hwy 65 bypass this would allow traffic management into the site far better than the former YMCA. Then the more selfish reason for the City of Des Moines is the former YMCA remaining on the tax roll and most likely end up being a mixed use high rise of Condos or Apartments above retail. **RESPONSE – please see Section 5.1.1, Comment 2, 3, 5, and 6.**

The whole Market district is planned to be a great area with living, entertainment and light commercial. With the new Court facility sparking changes and construction that would help Des Moines being an anchor in that area. Employees of the Court building will certainly have lots of choices of food and shops to visit during lunch and breaks close by in the Market district and East Village just a few blocks away. **RESPONSE – Comment noted.**

(7) Karla,

I hope you are doing well. First and foremost, I cannot thank the GSA enough for reinvesting in Des Moines by electing to vacate the current federal courthouse and reinvest in downtown. I'm really excited to see what the GSA's selected architect, Mack Scogin Merrill Elam Architects (MSMEA), brings forward. I know that they have some interesting, and modern buildings in their portfolio. I'm reaching out to comment on a few items for the GSA to consider, should you decide to take my feedback into account.

1. Site Selection:

I can fully understand the GSA's desire to procure the former Y site to erect the new courthouse. There is a lot of symbiosis that can occur between the proposed site and

the existing Neal Smith Federal Building. I would, however, implore the GSA to reconsider as the city and private funding has expended massive amounts of funding to revitalize the riverwalk with bike paths and future interactions with the river in their initial planning stages right now. The lack of any commercial and/or residential component to the site would cause a lack of desired community between the site and the riverwalk. **RESPONSE – Comment noted.**

2. Design:

Should you decide to maintain this site for selection, I'd ask that the GSA strive for components of the City Beautiful movement and density. While I know Beaux Arts is expensive, and not in MSMEA's wheelhouse, other civic buildings that align the river (city hall, the former library, central police station) all call back to this movement, as does the Court Avenue bridge. If this is not feasible, I'd ask that MSMEA consider inspiration from the Portland, Seattle, or Fresno Federal Courthouses. **RESPONSE – Comment noted.**

3. Density:

This site was formerly home to the Y, which housed an 8 story building, added density to the riverfront. While the site, inherently doesn't allow for sprawl, I'd ask that the GSA consider to build up within the site, yet another less cost effective request. **RESPONSE – Comment noted.**

4. Alternative Location:

In the City's masterplan, there has been much work put into the idea of the GSA moving the courthouse to the Market District. The Market District is nearly a blank slate for the GSA to work within. There are no predetermined density, or characteristic comparisons. This would allow the GSA to set the standard for the complexion of the neighborhood, which has seen growth within the last year and is slated to continue to emerge. **RESPONSE – Comment noted.**

Lastly, I appreciate the GSA's offer to obtain public input, however, I ask that you take the public input seriously to help inform your decision rather than just as a requirement within the process. At the very least, if site selection is not going to waiver, please take into consideration the design and density thoughts. **RESPONSE – Comment noted.**

(8) Hi Karla,

I hope that you are well.

Please find attached a letter from the Historic East Village Neighborhood Association. We'd like to express our concern for the proposed YMCA site for the site of the new federal courthouse. I am also planning to attend the meeting this evening. And if you are there, I'll look forward to meeting you in person. **RESPONSE – Comment noted.**

(9) Ms. Carmichael,

As a resident of downtown Des Moines I am deeply troubled by the information I have received regarding the site selection process, and determination to likely select the site of the former YWCA property for the new federal courthouse building. **RESPONSE – Comment noted.**

The new development and revitalization over recent years throughout downtown and the increasing walkability of our city are key attributes that have helped attract and retain young professionals such as myself to Des Moines – which is no easy task. It is my understanding that if the federal courthouse were to be constructed in the east village's

market district, as previously considered, more development would result in the area. **RESPONSE – please see Section 5.1.1, Comment 2.**

Moreover, as a taxpaying citizen of Des Moines, I consider using a fantastic piece of private real estate right in the heart of downtown for a federal building as a significant and irresponsible misuse of public funds. **RESPONSE – please see Section 5.1.1, Comment 3.**

It is my hope that you consider these concerns, along with the many others I am sure you are to receive, while making final determinations on the location of the new federal court house. **RESPONSE – Comment noted.**

(10) Karla,

I had hoped the site of the former YMCA would be anything but a federal courthouse. I hoped our city would embrace our riverwalk in the same manner as San Antonio, Texas. I was stationed in the US Army at Fort Sam Houston in the early 1970's. San Antonio's Riverwalk was an attraction for us back then. It drew us to downtown San Antonio on weeknights and weekends to the city's Riverwalk restaurants, bars, shops, etc. **RESPONSE – Comment noted.**

Below is directory of San Antonio's Riverwalk (I copied and pasted). Nowhere to be found is a federal courthouse!! Hopefully, Hubbell will pull its property from this deal. **RESPONSE – Comment noted.**

In my opinion, a federal courthouse on the former YMCA site would be a terrible fit for our Des Moines Riverwalk as well as our Brownstones on Grand community and the entire downtown Des Moines. **RESPONSE – Comment noted.**

(11) Please keep the above off of our riverfront in Des Moines. It's not wanted there. **RESPONSE – Comment noted.**

(12) Why our city "leaders" included the old Y property in the list of options will probably never be answered satisfactorily, but for the federal government to think its ok to take this prime piece of real estate off the tax roles for any purpose is a slap in the face of all taxpayers!!! Please reconsider your choice for the location of your new courthouse!!! **RESPONSE – please see Section 5.1.1, Comment 3 and 10.**

(13) A hard copy posted today via USPS. **RESPONSE – Comment noted.**

(14) No!!!!!! **RESPONSE – Comment noted.**

(15) Dear Ms. Carmichael,

I am a "regular citizen" of Des Moines with no skin in the game regarding the proposed new federal courthouse location along the Des Moines riverfront.

I am writing to express my opposition to building on this location. I have witnessed a long developing renaissance downtown with a shift toward a riverwalk concept. Finally, Des Moines seems to be recognizing the Des Moines and Raccoon Rivers as recreational and tourist draws and as attractions for downtown living. **RESPONSE – Comment noted.**

I feel that a federal courthouse smack in the center of the evolving riverwalk will have the following negative consequences for the city:



1. Invite a formal presence rather than one of recreation
2. Take the focus off the inviting presence of the river
3. Discourage use of the area by citizens due to the high security needs
4. Rob the city of prime land for a project that fits in better with the current aesthetic
5. Rob the city of much needed property tax revenue that another project could provide.

**RESPONSE – Comment noted. Please see Section 5.1.1, Comment 3, 6, and 18.**

(16) Ms. Carmichael,

I am in support of the courthouse being placed at the former YMCA location. My comment is:

PLEASE provide adequate parking spaces for ALL employees of the courthouse and the courthouse annex at the new facility.

I currently work at the Courthouse Annex and the paralegals and legal assistants park one to four blocks away at \$60.00 a month, which is not reimbursed. Those that can least afford it pay for parking. I hope the plans for the new courthouse include some sort of parking garage for ALL employees. **RESPONSE – Comment noted. Please see Section 5.1.1, Comment 8.**

(17) Dear Ms. Carmichael,

As a Des Moines metro resident and downtown business employee, I ask you to rescind the recommendation to use the old Riverfront YMCA location for the federal courthouse and move to the Market District. **RESPONSE – Comment noted.**

As a taxpayer, I expect my monies to be used to improve our community and the Riverfront location will take the premium property off the tax rolls and remove the city block from public use due to security concerns. I regularly utilize the Riverwalk and cannot envision this new structure being accessible by the public. **RESPONSE – Comment noted. Please see Section 5.1.1, Comment 3 and 6.**

Please move the new complex to the Market District, where it will help encourage more development in our community and impact a chain of positive economic events for our community. **RESPONSE – Comment noted.**

(18) Please listen to the people of Des Moines. We don't want the Federal Courthouse along our river walk. Put it next to the existing courthouse. **RESPONSE – Comment noted.**

(19) Karla,

I have lived in the Des Moines area since 1989 and have always been fascinated with the way the entire community has grown and improved in that time. One thing that has always impressed me is the ability of the communities in the area to work together towards a common goal: the improvement of the entire metro area.

After seeing the decision on the desired location for the courthouse along side the Des Moines River, my first impression was: "that'll be a good addition to the river front". After more thought, however, my opinion has changed dramatically. While I understand that the site would be good for the courthouse (let's face it, it would be great for anything), It would not help the vitality of the metro area nearly as much as if were to be located in the location that the city prefers. It doesn't take an economics degree to see that it's construction would immensely aid in the development of an underused portion of the city

at a very visible place. The site on the river will be fine without the courthouse, the market area may struggle. Also, millions has been spent in the past decade making the river walk more welcoming and more accessible. Having a secure federal courthouse will not be a welcoming structure along the river. **RESPONSE – Comment noted. Please see Section 5.1.1, Comment 5 and 6.**

In summary, I believe that much like the suburbs, the federal government has an obligation to do what's best for the city as a whole, not just what the most ideal location for the building and its occupants. Please consider what is best for the entire metro area when making a final decision. **RESPONSE – Comment noted.**

- (20) Karla, I am writing in response to your choice of riverfront ground in Des Moines for a new Federal Courthouse. I want to go on record opposing the site. As a tax payer, my vision for that site would be something to compliment the growing activity along the riverfront. Principal Financial group has poured millions into developing the riverfront. The city soon hopes to take out the low head dams and create a water recreation center there with kayaks, canoes, boaters and other entertainment options. A multi story Federal building with security, guards, prisoners and other activities really doesn't fit the area. The vision would be something where people could enjoy the view, wine and dine, with a lot of activity both during the week and the weekend. Des Moines would love to have floating dinner cruises and bring the riverfront back to life. All the things you desire will soon be available in a newly developed "Market District" area where parking and transportation will be readily available just off the MLK bypass. MidAmerican energy will provide a multi acre green space as your door to the riverfront. Not to mention from an efficient tax strategy, one non paying entity will be replacing another non paying tax entity and the Courthouse will be the shining anchor in a new development which will greatly grow the tax base for the city of Des Moines. I hope you will consider a change and be a partner with the city of Des Moines on this project. Sincerely, Steven Simon **RESPONSE – Comment noted.**

- (21) Karla,

Under the federal Freedom of Information Act, I would like to see all the comments from the public sent to the GSA regarding the selection of the former downtown YMCA site in Des Moines as the new site for a federal courthouse.

Please send me all comments received before the July 17 public hearing. **RESPONSE – Comment noted.**

- (22) Please reconsider the land choice for the new Des Moines Federal courthouse. Our students have been so ecstatic about the creation of recreational opportunities also on the river and now, they're incredibly disheartened to know the place that they had hoped would be a positive has now been tainted with a courthouse. Safety is a concern as well, as many of our students are trying desperately to stay away from negative influences and bringing the courthouse into what they had hoped would be a positive outlet for them has truly been a negative. **RESPONSE – Comment noted.**

As someone who has worked in criminal and juvenile justice for twenty years, I know it's a difficult decision on where to place buildings. Transportation, accessibility, cost all need to be considered. I get that. With that said, I sense Des Moines, as a community, would work with you to ensure barriers were addressed. **RESPONSE – Comment noted.**

Thanks for your consideration of this request on behalf of 1700 of Des Moines youth, many of whom are individuals in families that intersect with your services, which we are trying to change.

(23) Karla,

I was in attendance at the forum in Des Moines. In full disclosure, I'm one of the owners of the current Annex building.

While I agreed with the comments made at the meeting that were nearly unanimous against the Courts relocating at the YMCA site, I did want to share another idea that wasn't mentioned at the forum.

The current Courts location has an historic courthouse on Walnut consisting of approx. 85,000 sq. ft. The Annex has 103,000 sq. ft. The Federal Courts projects a need of 230,000 sq. ft. now, with expansion opportunities required for the future. The City of Des Moines has agreed that they're willing to close down E. 1st Street if the Courts wanted to build a new building on top of the street and a portion of the federal parking lot that's inbetween the two existing Courts buildings (owned by the government). Future expansion is available at this location if planned for in advance. There is an 80' height limitations on the east side of the river, limiting construction to four stories. Parking is tight everywhere in the downtown area, but the 1/2 block on E. 2nd Street facing the Court's buildings could be available for an architecturally pleasing parking garage for courts employees and visitors. We actually created a site plan showing this plan and its' available upon request. By using the two existing buildings and retrofitting the historic courthouse, the Courts would have a prime location, river views (much closer than the two available sites on ML King), ample adjacent parking, retention of an historic courthouse and probably save \$50 million dollars for use elsewhere. It might even be possible to purchase the leased courthouse.

If you would like more information on the opportunities at the current location, please feel free to contact me. **RESPONSE – Comment noted. Please see Section 2.3.1 of the EA.**

(24) Your proposed location for the new courthouse is not, in my opinion, the best choice, for the reasons mentioned in the Des Moines Register editorial of July 20. Please reconsider your choice and choose a location which will better serve this community. **RESPONSE – Comment noted.**

(25) To whom it may concern:

I am writing to express my opinions regarding the recent announcement of the federal government's selection of 101 Locust Street as its preferred site for construction of a new U.S. courthouse in Des Moines.

Having lived directly across the street from this site - watching the old Y come down and eagerly awaiting what would replace it - I'm disappointed to learn that this site was selected for a new federal courthouse. This parcel is easily one of the most desirable pieces of real estate in the city (likely the entire state), and to build a structure that won't generate property tax income seems like an inappropriate use of the land. With all of the new development, rehabbing of former office structures into housing, and the resurgence in people dining and shopping downtown, it seems that there are better opportunities for this land that would encourage more growth and development for Des Moines.

**RESPONSE – Comment noted. Please see Section 5.1.1, Comment 3 and 6.**

The budding Market District - located just blocks from the current courthouse and annex on the east side of the river - presents enormous opportunities for this project. It would create construction and permanent jobs by spurring development in this rapidly gentrifying area and could be a crown jewel in the area as well as a catalyst for new development. These opportunities do not exist for the 101 Locust site, rather, the

courthouse would largely wipe away any chances to enhance the riverfront area with dining, retail, and residential space - all of which fit with the current trends of rapid residential growth downtown and a blossoming entertainment scene happening now in our downtown area. Population and development downtown were stagnant (if not declining) for years, and just as things are ramping up, this proposed facility would be a detriment to future opportunities for growth.

I strongly oppose the construction of the facility on this spot. Thank you for your time and attention to my concerns. **RESPONSE – Comment noted.**

(26) Dear Ms. Carmichael,

My questions and comments regarding the Draft EA and FONSI for the Des Moines Courthouse are attached. **RESPONSE – Comment noted.**

(27) Karla,

I was at the meeting in Des Moines where the public and city leaders expressed their opinions on where the new US Courthouse should be located.

I did not speak at the meeting.

I was born in Des Moines and moved to Austin, Texas over 20 years ago.  
I live part of the year in Des Moines and part of the year in Austin.

I remember the US Courthouse being built in Austin in 2012.

I can just imagine the reaction of Austinites if the GSA would have suggested locating that US Courthouse in the middle of 6th Street or in the middle of the UT campus over by the football stadium.

Your comment on "Being an Aggie" would have really made sense.

The people of Des Moines and the future US Courthouse will be better served by building it in another location rather than the one chosen.

The site location chosen in Des Moines is as important to the citizens as 6th Street or UT. That's something even an Aggie can understand. **RESPONSE – Comment noted.**

(28) I do not think the Riverfront is the most attractive place as our riverfront is becoming a culture attraction and excitement for our community. Federal courthouse could easily be somewhere outside of the riverfront. **RESPONSE – Comment noted.**

(29) Hi Karla, my name is Jamie Nicolino and I am a proud resident of our great city. I was so very sad to see that the beautiful location along the riverfront where the YMCA once stood is going to be a federal building.

While I completely understand that the Courthouse is in desperate need of a new home (my sister is an attorney and used to have trials there, so I have heard all about the condition of the building), I feel strongly that this project will deter from the momentum that Des Moines is gaining as it revitalizes itself. I believe that this property will be better utilized as a public space for the city to enjoy. There is so much life and energy along our river that needs to continue to be tapped into, otherwise we will take a huge step back.

I know that I am not alone in stating that this plan is a huge disappointment. I truly hope that it is reconsidered.

Thank you for taking the time to read my concerns and for sharing with whomever it may be appropriate to do so with. **RESPONSE – Comment noted.**

(30) Ms. Carmichael,

Amy Cownie requested that Des Moines residents email you to express dissatisfaction with the GSA's choice of location for the new federal courthouse in Des Moines. I, however, am in full support of your decision and am thus emailing to express that support.

All of the reasons the GSA has publically listed for choosing the site of the former YMCA appear sound and logical. Additionally, as an attorney (non-practicing) with many friends and colleagues who appear in and work for the Southern District of Iowa, I applaud your very practical decision to keep the courthouse downtown and accessible to those attorneys and their clients who need to appear before the Court. As particularly the criminal docket continues to grow, the central location makes it easier for often indigent defendants and their families to take public transportation to court and appear timely.

Lastly, the centralized presence of the federal courthouse is good for the capitol city of Des Moines. It is a source of pride for us and should not be sidelined to Market Street. While I realize (from the quotes in the recent Des Moines Register article) that there is a prominent local developer who stands to benefit from a Market District location, that developer does not speak for the best interests of urban Des Moines nor its residents.

Thank you for your thoughtful work on this project, and best wishes as the project moves forward. **RESPONSE – Comment noted.**

(31) Hi Karla,

I hope this email finds you in good spirits. I am excited about the GSA's sincere commitment to get lowans involved in the new federal courthouse.

Karla, your presentation was compelling and I trust GSA will seriously consider its minority set-asides as it moves to the next phase. This project can have a profound affect on minority business in Iowa.

I want to thank you in advance for allowing these comments to become a part of the record. **RESPONSE – Comment noted.**

(32) My biggest concern for this project is whether or not Iowa will actually adhere to the Veteran Set Aside for businesses in their own state. I'm more than knowledgeable and able to conduct my companies' line of work, but I've noticed a trend in Iowa for the last 2 years I've lived here that they contract organizations out their state to conduct work when companies like mine are willing, able, and often more knowledgeable. **RESPONSE – Comment noted.**

(33) Thank you for allowing me the opportunity to make these comments.

<sup>1st</sup> – My first thoughts are to the **historical aspects** and that is true to my reputation in remembering the history of Des Moines. This location was first explored in the 1830s and picked as a possible site for the 1843 Fort and later it became the Capital of Iowa due to the confluence of the two rivers; they are the reasons we are all here. Des Moines was first an outpost for the Federal Government before it became the home to a County, State or City office. A Dragoon burial site was nearby the location as is the 'Bird's Run'



sewer. The State Archaeologist should approve the site.

Past comments about the proposed residential building called it a “glitzy high-rise” and that is unacceptable. The hope is that a Federal Courthouse will fit better with the other structures in the area. However, the Austin, TX courthouse designed by the proposed architect may “Keep Austin Weird” but a building along that vein is not appropriate at this Des Moines location. No large, clunky white box with stone walls belongs there, but a tower of approximately 10 stories could be acceptable. Also, only 42 parking spaces are proposed, which does not seem to be enough for the 215 employees expected to be in the building daily, plus the visiting attorneys, witnesses, defendants, etc.

2<sup>nd</sup> – High levels of **security** will be part of both the Federal Courthouse and any residential building. Security is a part of two developments from the 1980s, The Plaza and the 1980s Civic Center Apartments across the street from this site, which has a brick fence around them. Most office buildings have high security and that has been a fact of life for years, remember Carlton the Doorman? To think that those desiring the best view in town would have people buying sandwiches and ice cream nearby isn’t realistic and they shouldn’t be asked to allow that. If I paid a large amount for a condominium I would want a fence around the building and a bit of a grassy lawn where my family and I could enjoy the view in privacy and security, perhaps outside an indoor pool and workout room. But, it would be wonderful if there was some opportunity for the public to see the view. Perhaps with a restaurant on one of the upper levels, fine dining with a dress code, special event menus – a memorable experience open to the public at least a few days every week and that does not seem possible in a Federal Courthouse. That is a cherished view. Pedestrian food could be provided from food trucks or carts.

3<sup>rd</sup> - Will there be a loss of **property taxes**? The site has not paid property taxes in the past and it did little to bring people downtown. Federal Courthouse employees would use nearby restaurants and shops on both sides of the river using the D-Line, which does not go to the other sites. At this site it will **NOT** promote development. A residential building would only maximize taxes if it is a properly secure and private building having significant values. The other proposed city sites could become privately owned and pay property taxes. They may have lower values, but would spur further development.

Finally, if the Federal Government is unable to provide a structure respecting the site, I feel it would be a better fit for one of the locations further south along the river in the Market District and it would be a catalyst for bringing business offices, housing and supporting businesses to that region. My hope is that the City of Des Moines will find the current Federal Courthouse usable for city purposes, perhaps by the Police Department and if a residential structure is constructed it will also respect the citizens of Des Moines and integrity of the site. My wish is also that this issue is resolved for the benefit of ALL Des Moines taxpayers and there are then increased efforts toward improving neighborhoods. **RESPONSE – Comment noted.**

- (34) I attended the informational meeting at the Des Moines library and was appalled at the GSA’s lack of preparedness. There is no excuse for not having the latest information. Not knowing the former Y site is in the 500-year floodplain, while claiming it is not, is mindboggling. Was there a committee that choose the former Y site or was this done by an individual? Moines or people that were not from here and have no interest in the community? If an individual, what was their background?

Has any group investigated if anyone involved in the selection of the former Y site would profit from the selection of that site over the other sites?

The former Y site is not in the city’s best interest for the new courthouse. It is not the best use of the most valuable land in the city. It should be returned to the tax rolls to be developed and not used for a palace of the federal elite that would have little if any public

access. The site is so small that, if needed, there is no room for future expansion. In fact, it did not meet the original size for site consideration. Parking would be very limited compared to the other sites. Relying on street parking in the area would only take parking away from existing business and residents.

It appears to me that the site was already chosen and that the criteria was then developed so that the former Y site would be the only site to meet the criteria. Criteria that the Former Y site could not meet was left out of the review process.

Please do not locate the new Federal courthouse on the former YMCA site. **RESPONSE – Comment noted.**



P.O. Box 93904 | Des Moines, IA 50393 | [EastVillageDesMoines.com](http://EastVillageDesMoines.com)

2016-17 HEV  
Board of Directors

7/17/2017

GSA Response: Comments noted.

Chris LoRang  
President

To whom it may concern;

Vice-President

We are writing to express our distaste for the chosen site for the new Federal Courthouse in Des Moines, Iowa.

Ryan Bomer  
Treasurer

We disapprove of proposed YMCA site for the following reasons:

Phil Bubb  
Secretary

Carol Wyckoff

- The preferred site was chosen prior to any public comment.
- Local and regional support is for a more activating building along the Riverwalk, not a courthouse.
- Other sites would have a greater economic impact to the city and has the ability to act as a catalyst to spur surrounding development. The old Y site will not have this effect, and in fact, takes away from the ability for private industry to develop the site.
- The smaller site will require a taller building which will deter from CBD views and hinder the GSA's ability to expand in the future.
- The old YMCA site will discourage activity along the Riverwalk and walkability along the new East Grand Bridge. This will hinder the connectivity between the CBD and the East Village, further disconnecting the two areas.
- Private development on the old Y site has the ability to activate Polk County's investment in the Wells Fargo Arena and new Convention Center hotel. The Federal Courthouse would negatively impact this.

Sam Erickson

Bryan Smith

Ashley Holter

Aaron Thacker

Aaron Clutts

Kelly Jo Parker

Mike Draper

China Wong

Taylor Frame

Bradie Kuehne

Jennifer Coughenour

We believe that a better location for the new Federal Courthouse is available. We believe that allowing the YMCA to be developed privately would provide local government a better tax base as well as a more activating presence along a very popular riverwalk.

Honorary Members

We believe a better option is available in the East Village.

Jake Christensen

Best regards,

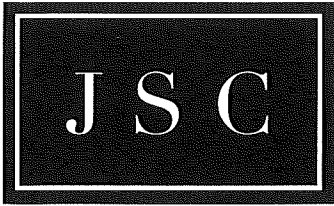
Guy Cooke

C. LoRang - digitally signed - 7-17-2017

Johnny Danos

Chris LoRang  
Board President, Historic East Village Neighborhood Association  
Owner, Capital Chiropractic & Rehabilitation Center

Bill Van Orsdel



July 20, 2017

Karla Carmichael  
General Services Administration  
Regional Environmental Quality Advisor  
819 Taylor Street  
Fort Worth, Texas 76102

Re: Request for Comments on Des Moines Courthouse Draft EA and FONSI

Dear Ms. Carmichael:

The construction of a new Federal Courthouse in Des Moines, Iowa will be a welcome addition to the community resulting in greater security for the users of the building and an opportunity to benefit the community of Des Moines.

Based on my review I have several questions that I could not find being addressed in the assessment and some comments on the assessment and conclusions that were drawn in the report.

### Questions

1. The EA states that its overall objective is to meet the 30-year space needs of the U.S. District Court. However, it does not explain how much of the space needs are immediate and how much are projected needs. The report also does not state how the preferred site can accommodate additional space, if the projections prove to be wrong. How much space will be unused by the Court at the time the building is placed in service? How will the Court be able to expand if its needs exceed the projected 30 year needs of the Court?
2. How did the GSA evaluate differences in the cost and time of construction among the different sites under consideration given that cost is one of the guidelines?
3. How did the GSA evaluate the differences among the sites in their likelihood and potential for providing a positive influence on the local development and redevelopment in the vicinity of the sites?
4. Were there any other criteria considered in the selection of the preferred site that were not identified in the Environmental Assessment or considered in the determination of a preferred site?
5. Will the Byrd Storm Sewer that bisects the YMCA site need to be relocated in order to construct a Courthouse on the YMCA site? What is the cost to do that? Was that considered in the determination?

Please see the pages following the questions for GSA responses.

6. Two sites are located in the 500-year floodplain. Are there other Federal Court House sites built in a 500 year floodplain in Iowa or other states in the past 10 years?
7. The original REOI stated that among those sites that meet the minimum requirements, preference will be given to: 1) Those providing greater development flexibility (site shape and topography); and 2) Sites whereby the owner is willing to subdivide so that GSA only obtains the amount of land needed for the project. How does the preferred site meet this preference? Do any other sites under consideration qualify for this preference?

## Comments

The Draft FONSI indicates four benefits of the preferred site. I would like to address each of these individually. In general, however, it is not clear from the report what the actual benefit is. The report only states differences between the sites and does not attempt to quantify or explain the benefit.

The benefit of the preferred site being outside the 500-year flood plain must be balanced against the cost of the other sites being constructed in a way that places the building above the floodplain. The report indicates that the next lowest site is 6 feet below the 500-year floodplain. What additional cost is required to have the building raised 6 feet? Because one of the requirements of the building is interior parking it will be necessary to raise the building above ground level at the preferred site to accommodate interior parking. What is the cost saving or other specific benefit of the preferred site?

The second benefit cited in the Draft FONSI is that no Phase 2 Environmental Site Assessment is required at the preferred site. Presumably there is a minor cost saving, but that is not a significant benefit. The potential for mitigation is a risk that is typically assumed by the land owner and would be cured before any purchase. Again, what is the specific benefit.

The proximity of available parking and amenities to the preferred site ignores some facts. Parking spaces are not the equivalent of available parking. In fact, there is a shortage of parking near the preferred site. The sites along MLK have adequate space for surface parking. Public transportation is not adequate in the MLK sites now because there has been no demand for it by users or the City. Development of those areas due to the departure of the City property in the MLK site will drive new development of new amenities in that area by the time the Courthouse is completed.

The preferred site is indicated as having no potential archaeological or historic building issues. According to table ES-1 of the EA none of the properties have this issue. I would also point out that the preferred site is located adjacent to and across the river from historically significant buildings (World Food Prize and City Hall) and the impact of its design on the aesthetics of those buildings should be considered. This requirement of the NEPA regulations was dismissed in section 1.3.3.1 of the EA with the statement that the design and feel will complement the area. Will this be a condition of the architectural contract?

Other available sites can meet more of the guidelines used in the NEPA process and provide greater benefits. Some of the guidelines were not addressed in the EA, but should be part of a final site selection.

**Guideline 1 – Provide a space/facility that meets the needs of the U.S. District Courts and the community.** The preferred site is the smallest of all the sites under consideration. Early communications from GSA stated that 3-5 acre sites would be preferred by GSA. The selection of a small site requires a higher building and very limited onsite parking. If the actual long term needs are greater than projected, it will be prohibitively expensive to expand on the preferred site.

**Guideline 2 – Provide a space/facility that satisfies the necessary design criteria.** The location of the preferred site is not consistent with existing zoning and limits site development and design flexibility due to its small size. The existing zoning is intended to create a lively people oriented open space. A high security government building will not meet that requirement.

**Guideline 3 – Provide a space/facility that is located outside the 100-year floodplain, and when possible, outside the 500-year floodplain.** This has been addressed above.

**Guideline 4 – Provide a space/facility solution within the Des Moines Central Business District that provides a positive influence on local development/redevelopment.** The preferred site is in a fully developed area and will provide no positive influence. The North MLK site has been planned for substantial development in the City's long range planning. The development of the North MLK site will convert non-tax paying City-owned land into hundreds of millions of dollars of tax paying property over time. Furthermore, one of the property owners of the North MLK site has committed to further enhancing the area with the development of a park along the river immediately to the west of the North MLK site.

**Guideline 5 – Provide a space/facility that allows for increased efficiency between courts and court-related functions.** Presumably all proposed sites would meet this guideline initially. Unanticipated increases in space needs would arguably make a larger site preferable (see comments under Guideline 1, above).

**Guideline 6 – Provide the required space/facility, while minimizing the disruption of current Judiciary activities.** Presumably, any site with new construction would meet this requirement.

**Guideline 7 – Provide a space/facility in close proximity to local amenities and access to available parking and public transportation.** See earlier comments.

**Guideline 8 – Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment.** This has been addressed to some degree above. However, the location of the courthouse on the preferred site will create some impact on the pedestrian traffic in the area. The need to have defendant/prisoner and employee traffic crossing through pedestrian/bike traffic on the public sidewalks next to the courthouse may create a hazard that could be significantly reduced at a larger and less centrally located site.

**Guideline 9 – Provide a space/facility that provides for reasonable acquisition, development, and future operational costs.** This was not addressed in the original assessment. However, my experience is that building higher is more expensive and takes longer. If the land cost is the same that may be an important distinction between a small site and a large site.



Finally, I encourage the GSA to select a location that will provide the most long-term benefit to the community and will meet the space and security needs of the Court for many, many years to come. A new Federal Courthouse is needed in Des Moines and I believe that the community input you have sought will help your agency to make a wise decision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul D. Hayes", followed by a horizontal flourish line.

Paul D. Hayes

## July 20, 2017 Citizen Questions and GSA Responses

**Question 1:** The EA states that its overall objective is to meet the 30-year space needs of the U.S. District Court. However, it does not explain how much of the space needs are immediate and how much are projected needs. The report also does not state how the preferred site can accommodate additional space, if the projects prove to be wrong. How much space will be unused by the Court at the time the building is placed in service? How will the Court be able to expand if its needs exceed the projected 30-year needs of the Court?

GSA Response: As stated in Section 2.4.3.1 of the EA, preliminary design shows that approximately 229,000 gross square feet would adequately support the 20-year space needs of the Courts. Design of the building would commence shortly after site selection. It is not anticipated that a building expansion would be required to meet the 30-year needs. Should future expansion be warranted, it would be accommodated via reconfiguration without changing the footprint.

**Question 2:** How did the GSA evaluate the differences in the cost and time of construction among the different sites under consideration given that cost is one of the guidelines?

GSA Response: Order of magnitude estimates were prepared based on the best available information. The estimates considered infrastructure requirements and potential environmental remediation, floodplain mitigation, and relocations.

**Question 3:** How did the GSA evaluate the differences among the sites in their likelihood and potential for providing a positive influence on the local development and redevelopment in the vicinity of the sites?

GSA Response: See GSA response to Comment 5 in Section 5.1.1 of the EA.

**Question 4:** Were there any other criteria considered in the selection of the preferred site that were not identified in the Environmental Assessment or considered in the determination of a preferred site.

GSA Response: No.

**Question 5:** Will the Byrd Storm Sewer that bisects the YMCA site need to be relocated in order to construct a Courthouse on the YMCA site? What is the cost to do that? Was that considered in the determination?

GSA Response: As stated in the EA, it is currently unknown whether or not the Bird's Storm Sewer would need to be relocated, bridged, etc. It is possible that the sewer line could be avoided altogether. All potential costs have been included in the project budget. Costs are always a consideration in determining the viability of a site for potential development.

**Question 6:** Two sites are located in the 500-year floodplain. Are there other Federal Courthouse sites build in a 500 year floodplain in Iowa or other states in the past 10 years?

GSA Response: See GSA response to Comment 12 in Section 5.1.1 of the EA.

**Question 7:** The original REOI stated that among those sites that meet the minimum requirements, preference will be given to: 1) Those providing greater development

flexibility (site shape and topography); and 2) Sites whereby the owner is willing to subdivide so that GSA only obtains the amount of land needed for the project. How does the preferred site meet this preference? Do any other sites under consideration qualify for this preference?

GSA Response: The GSA and Federal Courts Design Team has determined that all four sites under consideration provide the adequate flexibility for development.

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

July 12, 2017

Mr. Timothy O. Horne  
Acting Administrator  
General Services Administration  
1800 F Street, NW  
Washington, D.C. 20405

Dear Acting Administrator Horne:

I am writing in regards to the General Services Administration's (GSA) announcement of the preferred site for the new Des Moines federal courthouse. I appreciate GSA's previous commitments to work with the city and its citizens to find the best site for the future of the community, and I write to reiterate the importance of this commitment.

I have, on several occasions, been given assurances by you and other GSA officials, the GSA would work with the city at all steps of the process to locate a preferred site for the Des Moines federal courthouse, and keep Iowans and my office apprised of all progress. I am disappointed these assurances were unfulfilled as neither my office nor the city was informed of the latest developments. Though the building will be federal property, GSA has a responsibility to the community to ensure local voices are given a seat at the table. Simply stated, the federal government has an obligation to be good neighbors to the local community and its citizens.

It is important to bear in mind the new courthouse will be a part of the Downtown Des Moines neighborhood for years to come, and it is the citizens and the city who are best able to work with GSA to decide the best location for the courthouse. While I understand GSA will seek public comment on this location to hear from Iowans about the proposal, I cannot overstate the importance of looking toward the future and taking every step along the way to work with the community and address local concerns.

As you are well aware, the site preferred by GSA is far from a consensus choice within the community. With that in mind, I expect you will use the comment period to honor your previous commitment and revisit and reevaluate the decision, with the concerns of the city and citizens in mind. Additionally, I ask you also ensure city

officials and my office are informed of the process going forward to ensure the city has a voice throughout the process.

My office will be reaching out in the coming days with additional comments, questions and requests for additional information regarding this announcement and the proposed site. By working together, we can achieve our shared goal of providing needed space for the Southern District of Iowa while meeting the needs of the community, but this cannot be done without transparency and cooperation.

---

Sincerely,



David Young  
Member of Congress

Why can't you post the draft  
Environmental Assessment on  
your Website for all the  
Public to see?





**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

July 19, 2017

Mr. Timothy O. Horne  
Acting Administrator  
General Services Administration  
1800 F Street, NW  
Washington, D.C. 20405

Dear Acting Administrator Horne:

I am following up on my letter dated July 12, 2017, regarding the announcement of the preferred site for the new Des Moines federal courthouse.

Per my letter, I am reaching out to you with questions regarding the proposed site. Given the importance and potential impact of this undertaking, it is important that the city, the public, and the General Services Administration (GSA) fully understand all the issues at hand. Therefore, please respond to the following questions by July 27, 2017.

1. Why wasn't current data used when evaluating floodplains in the draft Environmental Assessment (EA) or site selection?
2. How will underground parking be configured around the Birds Run sewer that bisects the site?
3. What is the schedule for relocating the Birds Run sewer? How will this be accomplished to accommodate the planned start of the Federal Courthouse construction in March 2019? And what disruptions, if any, do you foresee for the community because of this relocation?
4. Is the cost for relocating the Birds Run sewer included in the estimated cost?
5. How will construction be contained to the site?
6. What is the anticipated added cost for construction under the site constraints?
7. Can you please explain GSA's position regarding Guideline #4 in the EA and the YMCA site's "positive influence on local development" versus the three alternative sites?



8. The public parking identified by the YMCA is currently occupied at full capacity. How do you intend to address the parking need when identified parking is already occupied?
9. Guideline #2 seeks a site with development flexibility. How is the flexibility achieved when a site is half the size of the one that was originally sought?

It is my understanding the public comment hearing hosted by the GSA in Des Moines yesterday evening provided a productive conversation. I urge you to take into consideration all comments offered by the community because you have an obligation to the people of Des Moines to be good neighbors. Being a good neighbor means you are willing to listen and strongly consider input from the local community and its citizens and also address their concerns through a transparent and thoughtful process.

Thank you for your prompt attention to the matter, and I look forward to your reply very soon.

Sincerely,

A handwritten signature in black ink, appearing to read "David Young", with a long horizontal flourish extending to the right.

David Young  
Member of Congress



August 10, 2017

The Honorable David Young  
House of Representatives  
Washington, DC 20515

Dear Representative Young:

Thank you for your correspondence dated July 12, 2017, and July 19, 2017, to Acting Administrator Timothy O. Horne. We appreciate your interest in our evaluation of the potential sites for the new Des Moines Courthouse project and the U.S. General Services Administration (GSA) announcement of the preferred site. Your inquiry has been referred to me for response.

As you are aware, on July 10, 2017, GSA issued a draft Environmental Assessment (EA) and provided for a public comment period through July 27, 2017. On July 13, 2017, the EA was posted on a public website created for the project, and a public meeting was held on July 17, 2017. The National Environmental Policy Act (NEPA) allows for this public comment period as an opportunity for stakeholders to provide additional information for GSA to take into consideration when determining the environmental impacts of its proposed action.

GSA has received numerous questions and comments, including those provided in your July 19, 2017, letter. The project team is reviewing and considering the responses received to determine if the draft EA should be amended. Please be assured that the individual questions which you asked are ones that GSA will be reviewing and responding to as we continue to evaluate the public comments and conclude our NEPA review of the site selection. The areas of concern that you have expressed are all ones which we are evaluating in both our environmental review as well as our larger site selection.

Following are GSA's responses to the specific questions included in your July 19, 2017, letter:

1. **Question:** *Why wasn't current data used when evaluating floodplains in the draft Environmental Assessment (EA) or site selection?*  
**Response:** The analysis in the EA utilized the Effective Flood Map for the area (Map Number 1902270006D), effective 9/19/1987. This is the most current Flood Insurance Rate Map (FIRM).
2. **Question:** *How will underground parking be configured around the Birds Run sewer that bisects the site?*  
**Response:** There are currently no site design, engineering, or architectural plans for the proposed courthouse because a site has yet to be chosen. Coordination with utility provider(s) will be conducted prior to any activities that could temporarily affect local utilities.
3. **Question:** *What is the schedule for relocating the Birds Run sewer? How will this be accomplished to accommodate the planned start of the Federal Courthouse construction in March 2019? And what disruptions, if any, do you foresee for the community because of this relocation?*



**Response:** Should relocating the storm sewer be required, it would be phased appropriately with the overall site construction activities. Design of the new courthouse will be complete in the spring of 2019 with construction beginning at that time.

4. **Question:** *Is the cost for relocating the Birds Run sewer included in the estimated cost?*

**Response:** Yes. In general, our site budget includes funds for site preparation activities such as utility relocations, environmental contamination, structure demolition, etc.

5. **Question:** *How will construction be contained to the site?*

**Response:** A fence will surround the construction site. All construction staging, including materials storage/stockpiling and equipment storage, would be within the fenced areas. If additional staging is necessary, the contractor will have responsibility to acquire additional space.

6. **Question:** *What is the anticipated added cost for construction under the site constraints?*

**Response:** Each of the sites being considered has a premium for construction due to various site constraints. The total cost of construction is considered in the evaluation process for each site.

7. **Question:** *Can you please explain GSA's position regarding Guideline #4 in the EA and the YMCA site's "positive influence on local development" versus the three alternative sites?*

**Response:** Guideline 4 is as follows: "Provide a space/facility solution within the Des Moines Central Business District (CBD) that provides a positive influence on local development/redevelopment." GSA location decisions are made in support of Executive Order (EO) 13006 (Locating Federal Facilities on Historic Properties in Our Nation's Central Cities, May 1996) and EO 12072 (Federal Space Management, August 1978), both discuss the benefit of a Federal presence in revitalizing and restoring historically important downtown areas and urban centers. GSA believes an investment of up to \$136 million in the Des Moines CBD, no matter which site is ultimately chosen, provides a positive influence on local development and redevelopment.

8. **Question:** *The public parking identified by the YMCA is currently occupied at full capacity. How do you intend to address the parking need when identified parking is already occupied?*

**Response:** The number of available parking spaces in the area (within walking distance) of each site under consideration was obtained or provided by the City of Des Moines. Based on the data obtained, and our known need for parking, there is adequate parking available in the vicinity. Our projections do not represent an increase from existing operations in the area.

9. **Question:** *Guideline #2 seeks a site with development flexibility. How is the flexibility achieved when a site is half the size of the one that was originally sought?*

**Response:** GSA performed preliminary analysis of the building footprint for each of the sites under consideration. For the Former YMCA site, the preliminary building footprint shows a building that would be nine stories in height and approximately 229,000 gross square feet in size, and it would include underground parking (the site layout and building design have not been initiated because final site selection has not occurred). The 10-year projected needs of the Federal courts would result in approximately 17 additional personnel over that same timeframe. Regardless of the site chosen, it is GSA's position that future expansion to the building will not be necessary.

GSA is committed to a transparent evaluation of all potential sites for the Des Moines Courthouse project. Once all comments have been received and analyzed, we will reach out to

your office and the City of Des Moines to discuss the impact on the draft Environmental Assessment.

If you have any additional questions or concerns, please contact me at (202) 501-0563.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. Brennan Hart III". The signature is stylized, with the first letters of the first and last names being prominent.

P. Brennan Hart III  
Associate Administrator

**GSA Response: Comments noted.**

Ms Karla Carmichael  
GSA Regional Environmental Quality Advisor  
819 Taylor St.  
Fort Worth, TX 76102

Dear Ms. Carmichael:

The 101 Locust Street location for a proposed new U.S. Courthouse for the Southern District of Iowa is a huge disappointment for this downtown resident (17 years in the East Village) and one-time interim Des Moines city council member.

If built at this location, the security walls required to surround the new building will certainly make the courthouse a huge impediment to the Des Moines riverfront improvements of the last 15 years.

I understand that the walls for the new Austin federal courthouse are 15 feet high, correct? Oh, my gosh, anything close to this at the proposed Locust Street location would wreak architectural havoc on The Principal Riverwalk.

The city and private sector have invested more than \$70 million in The Riverwalk and nearby improvements. Plunking a courthouse with its security walls at this location will no doubt point to the folly of some federal decisions—and for decades to come.

We must do better.

Please, please take another look at options. I believe—and others concur—that the Market District is a better fit for footprint the GSA requires.

For what it's worth:

\*I'm passionate about The Principal Riverwalk and how it has spurred many downtown improvements. I'm proud to say that very first public investment for the Principal Riverwalk came from the Capital Striders Running Club. Our tiny club scraped together a \$5,000 check from proceeds of local road races I organized and directed.

\*The U.S. Courthouse for the Northern District of Iowa is a great example of how the GSA gets it right. My wife, Susan, sang the "National Anthem" at the dedication of that building—a big moment for all Iowans. And I've stayed at Chief Judge Linda Reade's home on two occasions as part of a cross-Iowa bike ride. Judge Reade is so danged proud to be part of the Cedar Rapids courthouse planning.

Let's get the Des Moines location right! Make all of us proud of the federal investment in our downtown.

Thanks for listening,



July 27, 2017



General Service Administrator, Region 7  
Karla Carmichael  
Regional Environmental Quality Advisor  
819 Taylor Street  
Fort Worth, Texas 76102

RE: Draft Environmental Assessment Proposed Construction of a New Federal Courthouse

Dear Ms. Carmichael,

The City of Des Moines appreciates having the ability to submit comments in regards to the Draft Environmental Assessment Proposed Construction of a New Federal Courthouse. Having our City's voice heard in the process is a priority and a key component to finding a site that appropriately meets the needs of our community.

From the City's perspective, we acknowledge the General Service Administrator's willingness to use standards and guidelines to determine the best site during the NEPA review process. The nine guidelines outlined in the report are not only important to GSA, but are also important to the City. That said, there are inconsistencies, inaccuracies, and incomplete analyses in the draft report that we would like to see addressed before making a final decision on the GSA's preferred site.

The City has consistently expressed our concern over locating the Courthouse on the former YMCA site. The following list identifies corrections and provides additional information on the reported benefits the former YMCA site offers when compared to the other three sites being considered and identifies the City's most concerning exceptions to the GSA's analysis of your guidelines.

Floodplains:

The report states that the former YMCA site is the only site that is outside the 100- and- 500 year floodplains. Per more recent studies performed by the U.S. Corps of Engineers, this is inaccurate. Based on the Corps of Engineers' studies, the latest FEMA hydraulic model and current elevations of the former YMCA Site would put the former YMCA site in the 500-yr floodplain. Please refer to principle number three in the appendix for more information about the studies performed.

Sewer/ Historic Preservation (Archeological/Historic Building Issues Requiring Investigation and/or Mitigation):

While the report did address the Birds Run sewer (circa 1895) that bisects the former YMCA site, it did not consider the complexity of relocating or bridging the sewer and the cost delays that may have on the overall project. Additionally, the report did not recognize the Birds Run sewer as a historic preservation site. The sewer is recommended by the historic context of the Des Moines Sewer System, designated by Tallgrass Historians in 2009 to be potentially eligible for the National Register of Historic Places. Please refer to principles eight and nine in the attached appendix for more information on the Birds Run sewer.

Bird's  
Run  
sewer

Please see response to email Question 1.



#### Positive Economic Impact:

A federal investment of this magnitude should have a positive effect on the local economy; building a courthouse on the former YMCA site will have a negative economic impact to the community. The blocks surrounding the former YMCA site are already developed at their highest and best use or have limited potential for redevelopment. No changes are expected to occur in the surrounding area if the Courthouse is built on this site. Instead, the City will forgo private redevelopment on this site estimated at \$50 - \$80 million. Courthouse development on any of the other three sites has the potential for a large positive influence on local development/redevelopment. Please refer to principle four in the attached appendix for more background on the City's assessment of the influence the courthouse would have on development.

#### Design Criteria and Flexibility:

GSA staff openly described the ideal site size as 3-5 acres. At 1.8 acres and the most prominent development parcel in downtown, the former YMCA site is too small to accommodate the program of this federal courthouse while graciously integrating the security measures this facility requires and the active street frontage that the community has planned. The reported nine-story massing will likely double the height limit of this site's zoning district. Courthouse security requirements and its ground floor program will be unable to meet the land use criteria for an active ground floor nor zoning requirements for a building at or near the property line. The basic design parameters of a federal courthouse on this small site will produce a fortress where the community wants vibrancy. Please refer to principles one and two in the attached appendix for more information on the needs of the community/Courts and design criteria.

#### Parking:

The report does not accurately reflect the parking availability in the City, nor does it consider the parking potential that will be developed around the other sites when the Courthouse is ready to open. The numbers provided in the report reflect the number of spaces in each garage, however, it does not reflect the available spaces. Most of these garages are nearing capacity and would not be able to accommodate Courthouse staff or customers. Furthermore, the report did not consider two new parking structures that would be available for the Courthouse on the North MLK site or former Courthouse site. The report also only addresses existing meter parking and not metered parking that could be developed on the North or South MLK site, reducing the amount of available parking at the other sites. Principle number seven in the attached appendix gives a more detailed look at the parking availability in the City.

#### Site Contamination:

Identification of the former YMCA as the preferred courthouse site occurred without reviewing available environmental information nor taking the relatively routine step of conducting an independent Limited Site Investigation (Phase 2) analysis that would provide more conclusive information about actual site contamination and any limitations/costs it would place on constructing a courthouse. Rather, one of the four benefits of the former YMCA site is highlighted as the ability to skip a research step. Please refer to principle number eight in the appendix for more information about the available environmental information.

Clarification is also needed from GSA on other issues in the report. The City poses the following questions from the Draft Environmental Assessment Proposed Construction of a New Federal Courthouse report. These questions are broken down by each outlined principle.

Comment noted.

Comment noted.

Comment noted.

With all these concerns, we look forward to working with GSA to address the inaccuracies in the report and conduct further environmental analysis, if necessary. Given our understanding of the inaccuracies and lack of thorough analysis, the City disagrees with the proposed preferred site identified in the report.

Best Regards,



Scott E. Sanders  
City Manager

cc: The Honorable Congressman David Young  
The Honorable Senator Charles Grassley  
The Honorable Senator Joni Ernst  
General Service Administrator (DC): Tim Horne, Andrew Heller  
General Service Administrator (Region 6): Kevin Rothmier, Zach Hawks, and Sheri deMartino  
City of Des Moines: Matt Anderson, Erin Olson-Douglas, and Jen Schulte

Appendix A. Questions from the City of Des Moines with Detailed Information Pertaining to Principles

**1. Provide a space/facility that meets the needs of the U.S. District Courts and the community.**

- Why does the former YMCA site not adhere to height limits of D-R zoning district?

*The Zoning Ordinance states that this “district is aimed as supporting redevelopment that will significantly enhance the downtown riverfront, attracting visitors and residents.” The ordinance goes on to state “redevelopment of the downtown riverfront should reinforce the concept of the riverfront as a main street” and that “multi-story buildings are encouraged to provide a mix of residential and commercial uses with dwellings encouraged to be located above street-level retail.” D-R Zoning district limits building heights to 75 feet; the civic buildings in this Civic Center Historic District are all smaller in stature – at or near 75 feet tall. The City is concerned that the massing necessitated by the courthouse program -- noted in the Environmental Assessment to be nine stories -- will be inappropriate to the context of the YMCA site. It is anticipated that the four-story building massing noted for the other sites would approximate the 75 feet height limit.*

- How will the design criteria adhere to the frontage requirements in the Downtown Overlay District?

*The downtown overlay district is intended to provide minimum urban development guidelines for the entire downtown. The Zoning Ordinance states that this district was “established to ensure that new uses and development within the district are compatible with the vision for the downtown area regarding the location and design of uses set forth in the “What’s Next Downtown Plan”, adopted by the City Council on March 10, 2008 by Roll Call Number 08-432. The adoption of the Downtown Overlay Zoning District and the associated site plan and building design guidelines found in Chapter 82 of the Municipal Code. The YMCA site is in our Downtown Overlay District; three of its perimeter streets -- Locust Street, 2nd and Grand Avenues -- are designated as “pedestrian corridors” with frontage requirements at or near the property line for a minimum of 70% of the building frontage.*

**2. Provide a space/facility that satisfies the necessary design criteria.**

- How does a site that is approximately half of the size (less than two acres) than what was communicated as a minimum by GSA staff provide “site development/design flexibility”?

*Selection of the YMCA site necessitates a nine-story building that exceeds current zoning height restrictions and does not allow for future building expansion in an economical fashion. Providing for future expansion of the courts’ program, would require either building the courthouse larger than needed for the 2017 program or oversizing the structure to allow for vertical expansion in the future.*

- What is the design criteria for ground floor uses?

*All proposed sites are designated as “Downtown Mixed Use” on the Future Land Use Map in PlanDSM: Creating Our Future. The Downtown Mixed Use designation is described as allowing “mixed-use, high density residential uses, and compact combinations of pedestrian-oriented retail, office, residential, and parking in downtown” and “should include active uses (e.g. retail) on ground floor, particularly at key intersections.” In the hierarchy of the proposed sites, the former YMCA site is located at the most significant intersection. In fact, the intersection of Grand Avenue and Locust Street with 2nd Avenue and the Des Moines Riverwalk are four of the most significant intersections in Downtown Des Moines. This*

*level of significance reinforces the critical nature of providing active ground floor uses at this site. In our understanding, Federal Courthouses have significant security needs that require design solutions that often create a wall effect that diminishes their ability to support an active pedestrian zone. The Riverwalk would most benefit from the former YMCA site being developed with active ground floor uses such as retail and restaurants that the general public can utilize and that operated beyond an “8 to 5” timeframe. Private redevelopment has the opportunity to contribute activity to the riverfront much better than a courthouse use.*

- How is a courthouse on YMCA site consistent with the community’s walkability initiatives?

*The community (the City and local corporations) invested in a current study with well-known urbanist, Jeff Speck, and engineering consultants to create a plan for better walkability and biking in downtown, named Connect Downtown. The community is committed to achieving better walkability and connectivity in downtown; we believe that doing so will improve the quality of life and economic prospects of our City. We have concerns that a courthouse on the former YMCA site, a geographically key site in downtown, is antithetical to the community’s initiative to create a more-connected, more walkable and vibrant urban area.*

*The “What’s Next Downtown Plan” recognizes the significance of the Riverwalk and key streets in linking the downtown together. The plan also notes the limited number of river crossings in the downtown and the importance they play in connecting the east and west halves of the downtown together. The former YMCA site is located at a key intersection of streets and riverfront that includes two of the five bridges that allow pedestrian and vehicular movement across the Des Moines River and connect the east and west sides of downtown. Therefore, the need for active infill development that enhances the pedestrian environment around it is vital for the former YMCA site.*

- Does the GSA understand that the Capitol View Corridor does not prevent construction within the corridor identified in association with the North MLK site?

*The view corridors identified in the Capitol Gateway East Urban Design Study from 1997 are not codified. They provide policy guidance for decision making. The codified Capitol Dominance Overlay District height limit in this area is currently 55 feet. Up to 75 feet can be allowed with an exception from the Zoning Board of Adjustment, which has been routinely granted for development in this overlay district. When discussing any building construction within a “view corridor” identified by the Capitol Gateway East Urban Design Study, staff works with applicants and encourages siting of the building that minimizes the impact to the view corridor (i.e. the impact to the view of the State Capitol building).*

### **3. Provide a space/facility that is located outside the 100-year floodplain, and when possible, outside the 500-year floodplain.**

- Why wasn’t current data used when evaluating floodplains?

*The Draft Environmental Assessment references the 1987 FEMA flood map. The Former YMCA Site is not located in either the 100-yr or 500-yr floodplain on the current effective Flood Insurance Rate Map, dated Sept 18, 1987. While this is the effective map for regulatory purposes, it does not represent current, best available information. The latest FEMA hydraulic model and current elevations of the Former YMCA Site would put the Former YMCA Site in the 500-yr floodplain.*

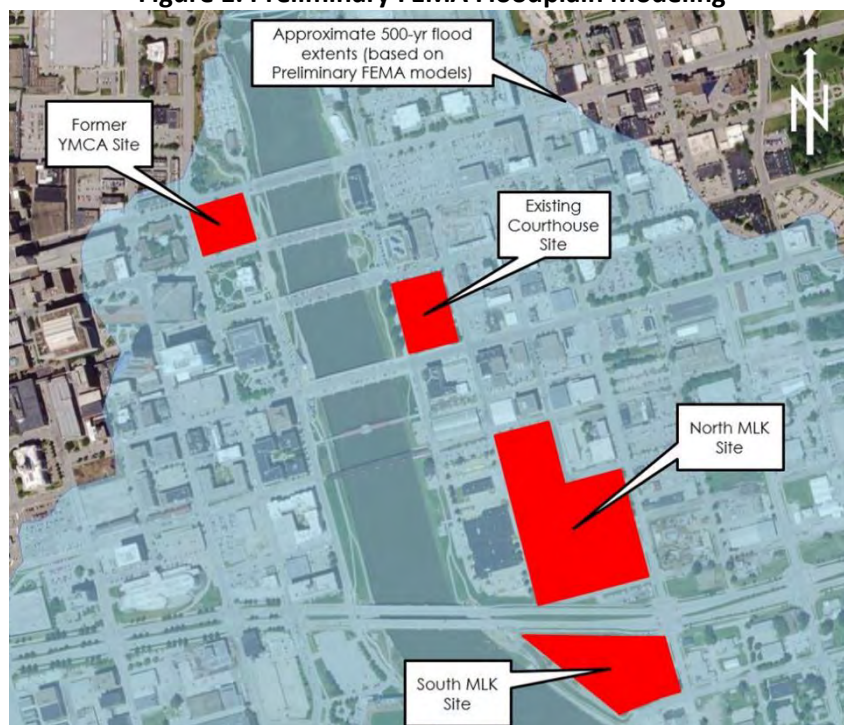
Following the 2008 Des Moines River flood, the U.S. Army Corps of Engineers conducted the Des Moines River Regulated Flow Frequency Study to estimate the frequency and magnitude of future Saylorville Reservoir outflows and downstream river flows. The results of the study, completed in November 2010, showed that flood flow frequencies have increased over previous Corps' estimates, and that floods similar to the 1993 and 2008 events are more likely to occur than previously estimated.

The 100-year peak discharge on the Des Moines River downstream of the Raccoon River confluence (SE 6th Street) increased from 87,000 cubic feet per second (cfs) in the 2002 USACE DMRRFFS to 107,500 cfs in the 2010 USACE DMRRFFS. The 100-year flow rate in 1975 was 59,000 cfs. The recorded flow at SE 6th Street, Des Moines, Iowa, was 116,000 cfs on July 11, 1993. The recorded flow on June 13, 2008 was 117,000 cfs.

The preliminary FEMA Flood Insurance Rate Maps (FIRMs) do not accurately represent the floodplain extents resulting from the preliminary (2016) effective hydraulic models. This is because the downtown Des Moines levees were "secluded" by FEMA. This means that the floodplain extents in "secluded" areas were not updated as part of the mapping update. The preliminary FIRMs therefore depict the floodplains used in the previous effective circa 1987 FEMA Flood Insurance Study (FIS). The 1987 FIS base flood elevations were significantly lower than those in the preliminary (2016) study. The floodplains depicted on the FEMA FIRMs are therefore smaller than updated modeling would suggest because they do not reflect the updated modeling following the flow frequency study. The approximate water surface extents for the 500-year flood event based on the 2016 Preliminary FEMA models for the four alternative sites being considered is shown below.

The preliminary (2016) FEMA FIS indicates the 500-year water surface elevation is approximately elevation 805 feet between Grand and Locust along the Des Moines River. This would translate to raising the existing site approximately three feet.

**Figure 1. Preliminary FEMA Floodplain Modeling**





**4. Provide a space/facility solution within the Des Moines Central Business District (CBD) that provides a positive influence on local development/redevelopment.**

- How does the selection of the former YMCA site achieve local development/redevelopment?

*The blocks surrounding the former YMCA Site are already developed at their highest and best use or have limited potential for redevelopment. No changes are expected to occur in the surrounding area if the Courthouse is built on this site. Instead, the City will forgo private redevelopment on this site estimated at \$50 - \$80 million.*

*Courthouse development on any of the other three sites has the potential for a large positive influence on local development/redevelopment. The North of MLK site has the potential to historically alter the highest and best use of the entire surrounding neighborhood. Selection of this site would yield approximately \$525 - \$700 million of private reinvestment resulting in significant job growth and new housing alternatives. Selection of the South of MLK site is also seen to have a positive influence on the local development/redevelopment and could jumpstart an area which otherwise is not expected to see significant development in the next 10 – 20 years. Development impact of the existing Federal Courthouse site is difficult to analyze without first reviewing anticipated design configurations and street impacts.*

- How does the former YMCA site, which is largely surrounded by civic uses and blocks with no potential to add amenities, achieve the guidelines to be proximate to amenities?

*All sites, with the exception of the former YMCA site, are located in the City's East Village Neighborhood. East Village provides the CBD's fastest growing, most diverse, and highest concentration of retail, restaurant, housing, hospitality, and entertainment uses. The Market District subset of the East Village will undergo a dramatic transformation in the coming years. The City and MidAmerican Energy have partnered with JCS Properties in our North of MLK site submittal to ensure the GSA that private redevelopment will accompany the Courthouse construction should this site be selected.*

**7. Provide a space/facility in close proximity to local amenities and access to available parking and public transportation.**

- Why does the report not accurately reflect the parking availability in the City nor consider the parking potential that will be developed around the other sites when the Courthouse is ready to open?

*The numbers provided in the report reflect the number of spaces in each garage, however, it does not reflect the available spaces. Most of these garages are nearing capacity and would not be able to accommodate Courthouse staff or customers. The reports states that there are 3,281 spaces available for the former YMCA site in municipal and commercial garages/lots, however due to existing contractual commitments, there are actually only 290 spots that are walkable or less than a half mile from the site (3rd & Court = 98 spots, 4th and Grand =192 spots). The 5th and Walnut garage is in the process of being demolished and will no longer be a public garage and the others lie outside a half mile radius.*

*Two new garages that are being built that could service the former Courthouse site or the site North of MLK were not taken into account in the report. The new garage at East 2nd and Grand would have 145*

*available parking spots and the new garage at East 6th and Market have 72 available spots. The two alone provide 217 spots.*

*Parking availability in the Market District is expected to flourish as economic development continues, therefore new parking will become available before the construction of the Courthouse is complete.*

*The report also only addresses existing meter parking and not metered parking that could be developed on the North or South MLK site, reducing the amount of available parking at the other sites. Un-metered on-street parking exists on the blocks surrounding the MLK North site today. As demand for parking continues to rise in the Market District so will on-street metered parking options.*

- What concentration and/or mix of amenities is needed to foster the operations of the federal courthouse?

*While it is true that there are currently more amenities closer to the former YMCA site and the existing Courthouse site (these sites are located in more mature areas of downtown), the North MLK site is currently within walking distance to a variety existing amenities and the district around it is poised for growth that will increase the amenities near both the North and South MLK sites. There are currently over a half million square feet of third-party office space within four blocks of the North MLK site. Hotels and retail/restaurants are also within walking distance of the North MLK site; currently there are over 600 hotel rooms and approximately 300,000 sf of retail/restaurant space within four blocks. The MLK sites are located in a redevelopment area that is planned for growth as a mixed use district, the quantity of amenities will increase drastically with these services moving in closer proximity to the MLK sites; no growth in the amenities near the former YMCA site is expected.*

- What is the preferred proximity to public transportation?

*The site North of MLK is five blocks; two blocks are needed for the Courthouse. Public transportation is available two-to-four blocks from existing DART bus route on East Walnut Street to the North MLK site. The plan for the Market District, the area in which the North and South MLK sites are located, includes public transportation. Bus routing, by nature of its ability to move on wheels down streets, has considerable flexibility and could be planned for service to a courthouse on any site within the next five years (the slated timeframe to courthouse opening).*

**8. Provide a space/facility solution away from potential environmental hazards, sources of noise, and one where site/facility development and operation minimizes impacts to the human and natural environment.**

- Why doesn't the Draft Environmental Assessment include the potential to address challenging sites, such as the North ML King site due the USEPA brownfields potential? Why was all available information not considered when evaluating and comparing the four alternative sites?

*There is an environmental covenant for the MidAmerican Former Gas Manufacturing Plant located on the North MLK site. The Environmental Covenant prohibits residential use of the property due to the soil pathway and prohibits the installation of water wells on the property due to the groundwater pathway. Also, MidAmerican has to maintain ownership of the property due to liability. The MidAmerican property next to the river can be developed into a park, river walk, and/or trail system. The City can acquire surface rights (easement) for this type of project.*

*Section 3.1 Hazardous Material, Waste, and/or Site Contamination of the Draft Environmental Assessment discusses the four alternative sites with respect to the Phase 1 ESAs performed. The former YMCA site does not point out the half mile radius of RECs for CERCLIS, Landfill and or Solid Waste disposal, LUST, Iowa UST, and other environmental data bases, as it does for the other three sites. The MidAmerican FGMP site is less than a half mile from the former YMCA. The report points out acceptable environmental risks for the former YMCA, while points out unacceptable environmental risks for the other three sites. The former YMCA site was the only site to have a Limited Site Investigation (Phase 2) to compare soil and groundwater analysis to State Wide Standards. No Limited site investigation was performed for the other three sites. However, there is information available that was not referenced.*

*An Environmental Site Assessment was completed by the City for a new pump station to be constructed on a site adjacent to the North MLK site. The City will be constructing a storm water pump station on City property directly adjacent to the North MLK site. In that process, City staff and the City's Consultant HR Green met with MidAmerican Energy's Senior Environmental Analyst and obtained MidAmerican's most current mapping of the contaminant plume beneath their property. City staff and HR Green also reviewed all relevant environmental covenants and completed sampling and analysis of groundwater and soils at the site. The City's proposed pump station site is within the contaminant plume, yet, based on the completed Environmental Site Assessment, the City found the site was still cost-feasible for construction, as all construction risks were within the Iowa DNR's acceptable criteria. Metro Waste Authority quoted a very reasonable price for acceptance of the waste. The City would be happy to share the results of the Environmental Site Assessment completed for the adjacent pump station site.*

- How will the impacts to the historic Birds Run Sewer be mitigated?

*The Draft Environmental Assessment states that "no potential archaeological or historic building issues that would likely require additional investigations and/or mitigation." The Bird's Run Drain, a brick sewer that runs directly through the former YMCA Site, is recommended by the historic context of the Des Moines Sewer System, completed by Tallgrass Historians in 2009 to be potentially eligible for the National Register of Historic Places. Either relocation or lining the existing Birds Run sewer would likely be considered an impact that would require further investigation and/or mitigation.*

- With the constraints of the Former YMCA Site (size, Birds Run sewer), how will stormwater detention meeting the City's stormwater runoff control ordinances and detention requirements be configured?

*Section 106-136 of the City's Code of Ordinances states "A stormwater runoff control plan shall reduce projected runoff for a project by controlling rain events that total 1.25" or less in a 24-hour period, with the resulting volume being released at a rate that allows for a detention time of 24 hours through incorporation of stormwater management facilities." Chapter 2 – Stormwater of the Statewide Urban Design and Specifications Design Manual adopted by the City as the City's design standards and specifications states "for rainfall events having an expected return frequency of 5, 10, 25, 50, and 100 years, the rate of runoff from the developed site should not exceed the existing, pre-developed peak runoff from a five- year frequency storm of the same duration. Allowable discharge rate may be restricted due to downstream capacity."*

- Why doesn't Area of Potential Effect for development of the former YMCA site include the adjacent Civic Center Historic District?

*Any building with the magnitude and size of a federal courthouse will have a significant impact on the district. As such, the site plans and elevations need to be reviewed by the State Historic Preservation Office (SHPO) in order to evaluate impacts and suggest mitigation. If this site is selected, the site plan should incorporate a pattern that allows for entrance and use of the site for enjoyment by the public. The existing Public Buildings that contribute to the Civic Center Historic District feature “grand” entrances and plazas for the public. There are no gates, high fences, bollards or other means to separate the public from the use of the buildings and the plaza. The City Beautiful Movement had a strong influence on the development of the Riverfront. Any building should complement the Beaux Arts architectural style of the buildings without copying or mimicking the historic buildings.*

**9. Provide a space/facility that provides reasonable acquisition, development, and future operational costs.**

- What is the anticipated added cost for construction under the site constraints?

*Constraints of the former YMCA site will require off-site storage and coordination. All construction related activity - material storage, site delivery, circulation of equipment/personnel must be contained to the site or off-site. Adjacent City right-of-way is limited.*

*Access to the former YMCA site will be limited to 2nd Avenue or Grand Avenue. The Grand Avenue Bridge will be complete by June 2018. Grand Avenue must be open to traffic while the Locust Street Bridge is reconstructed. Award of the Locust Street Bridge construction contract is planned for July 2018. Substantial completion is anticipated in June 2020. The bridge project will require use of the existing Locust Street right of way east of 2nd Avenue and the southern portion of the Riverwalk. A fence will be installed along the right-of way line and across Riverwalk during bridge construction.*

- Is the cost for relocating or bridging the Birds Run sewer included in the estimated Federal cost?

*The 8' x 6' sewer was constructed in 1895 and is approximately ten feet below grade (invert 11.57). This likely conflicts with the proposed underground parking. Relocation of the sewer will require keeping the existing sewer in place until the new sewer is in place. Relocation would also require relocation of the gatewell, as well as removing and restoring the Riverwalk. With the scheduled bridge replacement projects to the north (Grand) and south (Locust), the alignment and relocation needs to be coordinated as soon as possible to avoid conflicts between the projects. The Locust Street Bridge construction will require use of the southern portion of Riverwalk. Relocation or modifications to the gatewell and flood line of protection would need to be coordinated with the City and reviewed/approved by the Corps of Engineers.*

*Leaving the Birds Run sewer in place and building around it may be a better approach, if feasible. A photo of a typical brick sewer is provided below. The sewer is about 17 feet to the bottom and about 10 feet to the top from the elevation of 2nd Avenue. A structural top would need to be constructed to carry any load from above the sewer. This would more than likely be a structure with some sort of foundation and a concrete top. The sewer would also need to be lined prior to this to make sure the integrity of the sewer would remain intact. The estimated cost for lining and constructing a structural cap is likely in the \$1.5 to \$2 million range.*

Figure 2. Birds Runs Sewer

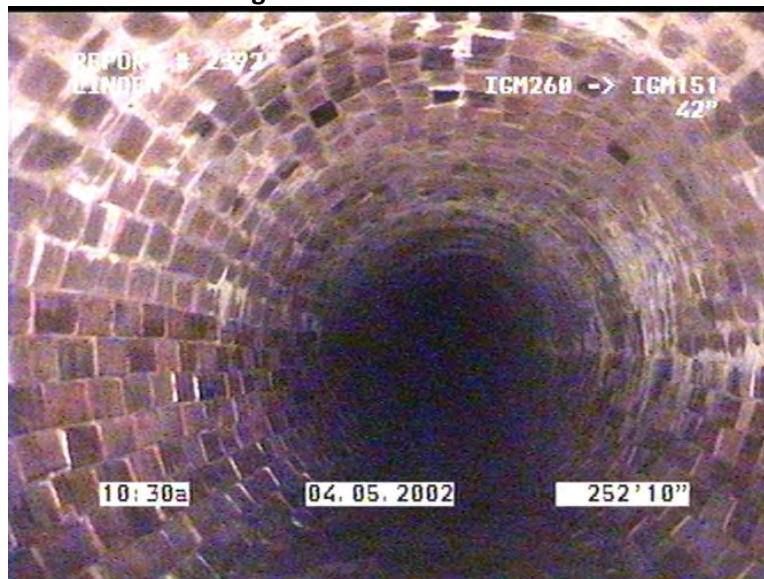
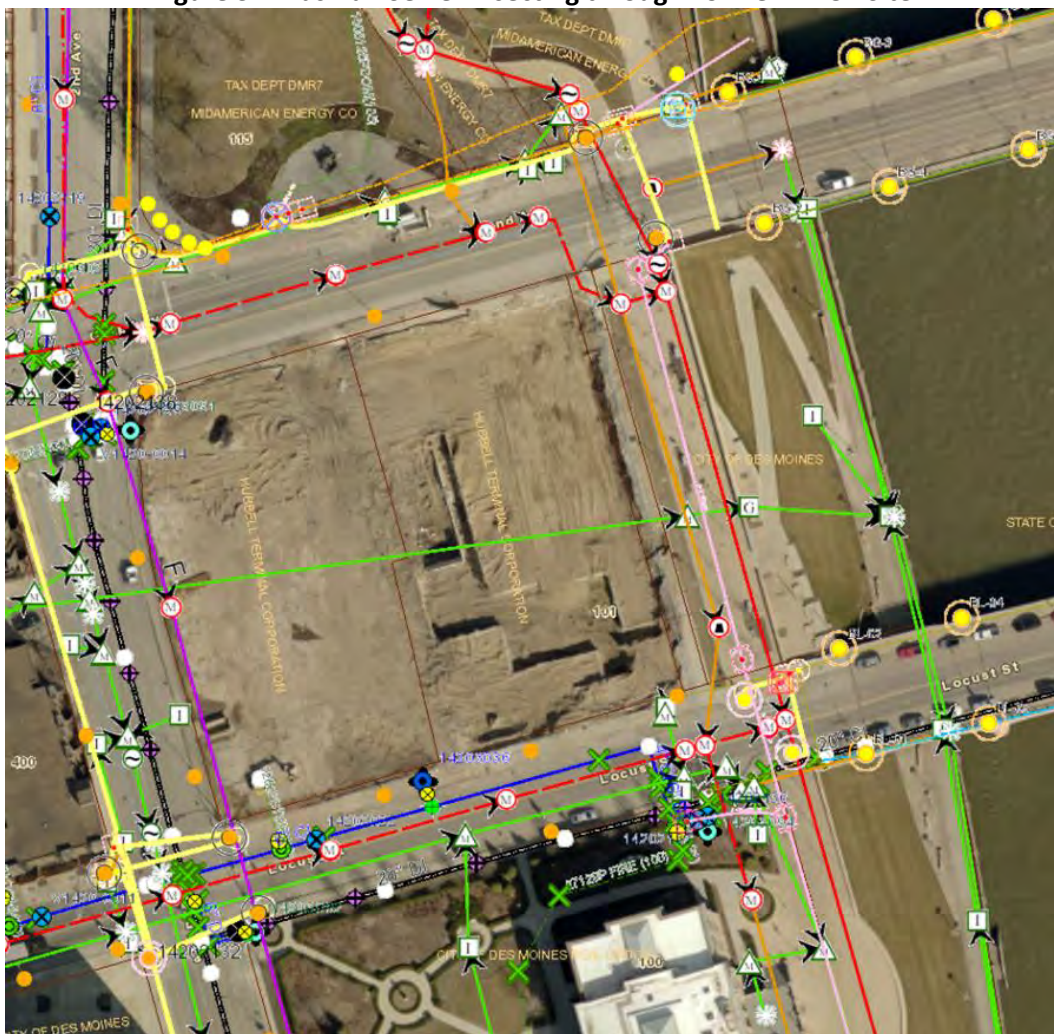


Figure 3. Birds Run Sewer Bisecting through Former YMCA Site





## **City of Des Moines Questions and GSA Responses**

**Question 1:** Why does the former YMCA site not adhere to height limits of D-R zoning district?

GSA Response: Although GSA tries to adhere to local zoning, the Federal Government is not required to adhere to local requirements.

**Question 2:** How will the design criteria adhere to the frontage requirements in the Downtown Overlay District?

GSA Response: See response to Question 1.

**Question 3:** How does a site that is approximately half of the size (less than two acres) than what was communicated as a minimum by GSA staff provide “site development/design flexibility?

GSA Response: The GSA and U.S. Courts Design Team has determined that the Former YMCA Site meets all necessary requirements with regards to site design and future flexibility.

**Question 4:** What is the design criteria for ground floor uses?

GSA Response: The ground floor uses would be in support of U.S. Court operations.

**Question 5:** How is a courthouse on YMCA site consistent with the community’s walkability initiatives?

GSA Response: See GSA response to Comment 6 in Section 5.1.1. of the EA.

**Question 6:** Does the GSA understand that the Capitol View Corridor does not prevent construction within the corridor identified in association with the North MLK Site?

GSA Response: Yes.

**Question 7:** Why wasn’t current data used when evaluating floodplains?

GSA Response: See GSA response to Comment 14 in Section 5.1.1 of the EA.

**Question 8:** How does the selection of the former YMCA site achieve local development/redevelopment?

GSA Response: See GSA response to Comment 2 in Section 5.1.1 of the EA.

**Question 9:** How does the former YMCA site, which is largely surrounded by civic uses and blocks with no potential to add amenities, achieve the guidelines to be proximate to amenities?

GSA Response: As stated in the EA, there are currently more amenities (parking, restaurants, retail, civic uses, etc.) in the vicinity of the Former YMCA Site than any of the remaining three sites under consideration. Also see your Question 11 below which states “While it is true that there are currently more amenities closer to the YMCA site...”

**Question 10:** Why does the report not accurately reflect the parking availability in the City nor consider the parking potential that will be developed around the other sites when the Courthouse is ready to open?

**GSA Response:** The EA accurately reflects the amount of parking currently within the vicinity of each site under consideration. See GSA response to Comment 8 in Section 5.1.1 of the EA. GSA has no data regarding future parking potential or future development commitments in the vicinity of any of the four sites under consideration.

**Question 11:** What concentration and/or mix of amenities is needed to foster the operations of the federal courthouse?

**GSA Response:** See GSA response to Question 9. No amenities are needed to foster the operations of a Federal Courthouse. It is preferable to locate near amenities for Courthouse employees.

**Question 12:** What is the preferred proximity to public transportation?

**GSA Response:** It is a benefit for both employees and visitors to locate a Federal Courthouse in the immediate vicinity of public transportation options. There is no “preferred” of designated proximity or distance. As stated in the EA, the Former YMCA Site has the most public transportation options in the immediate vicinity.

**Question 13:** Why doesn’t the Draft Environmental Assessment include the potential to address challenging sites, such as the North ML King site due the USEPA brownfields potential? Why was all available information no considered when evaluating the four alternative sites?

**GSA Response:** See GSA response to Comment 19 in Section 5.1.1 of the EA.

**Question 14:** How will the impacts to the historic Birds Run Sewer be mitigated?

**GSA Response:** It is GSA’s contention that any potential impacts to the NRHP-eligible Bird’s Run Sewer would not be significant and would be mitigated (as appropriate). Please see Section 4.9.3 of the EA.

**Question 15:** With the constraints of the Former YMCA Site (size, Bird’s Run Sewer), how will stormwater detention meeting the City’s stormwater runoff control ordinances and detention requirements be configured?

**GSA Response:** See Section 4.4.3 of the EA.

**Question 16:** Why doesn’t Area of Potential Effect for development of the former YMCA site include the adjacent Civic Center Historic District?

**GSA Response:** It does. As mentioned in Section 4.9.3 of the EA, “additional coordination would be conducted with the SHPO should the site be chosen for development and site design/architectural plans begin being developed.”

**Question 17:** What is the anticipated added cost for construction under the site constraints?

**GSA Response:** GSA does not envision any more site development or construction constraints associated with the Former YMCA Site than any of the other sites currently under consideration. Any costs associated with site development would be included in the overall project budget.

**Question 18:** Is the cost for relocating or bridging the Bird’s Run Sewer included in the estimated Federal cost?

GSA Response: Yes. See response to Question 17 above.